

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

YOUR MOST VALUABLE ASSET
is your eyesight.
See that it is kept on the
CREDIT SIDE IN YOUR
LEDGER OF HEALTH.
Accurate glasses will keep your
eyes fit for the daily strain
of business.
N. LAZARUS
Optician
19, Queen's Road C.

No. 20,933

號三十八百三第萬二

日四十月九年亥癸

HONGKONG, TUESDAY, OCTOBER 23RD, 1923.

二第

號三十月十年二十國民華中

PRICE, \$3. PER MONTH

INTIMATIONS

MILK STOUT

WILL DO YOU GOOD?

There is really sustaining
food in Milk Stout. If you
feel run down try a bottle
every day and notice the
effect. It will make more
difference in a week than
any medicine, and you can
not fail to enjoy it; the
flavour is so good, and it is
so nice.

When you buy, it be sure
the label bears the true
Milk Stout Sign—the Hop
Leaf.

Each Pint contains the energizing carbo-
hydrate of 10 oz. pure Dairy Milk.

Agents:

CALBECK, MACGREGOR
& COMPANY, LIMITED.
HONGKONG.

Phone, Central 75.

Representatives:
H. & G. Simpson Ltd., Glasgow, Scotland.
R. M. (2)

SPORTING.

GUNS by W. W. GREENER WEBLEY
and SCOTT, and Other Makers—British,
French and American.

B.S.A. Air Rifles, and Miniature Rifles,
22 Calibre, Repeating and Automatic.

SPORTING CARTRIDGES of all descrip-
tions.

Agents for W. W. GREENER, LIMITED,
Blackburn, Lancs.

HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
5-6, BEACONSFIELD ARCADE.

PEAK TRAMWAYS CO., LIMITED.

TIME-TABLE.

WEEK DAYS.	
7.00 a.m.	7.10 a.m.
7.30 " to 8.00 "	every 15 minutes
8.00 " " 8.30 "	" 10 "
8.30 " " 8.47 "	Non Stop
8.47 " " 8.57 "	Stopping
8.57 " " 9.04 "	Non Stop
9.04 " " 9.11 "	Stopping
9.11 " " 9.20 "	Non Stop
9.20 " " 9.30 a.m.	every 10 minutes
9.30 a.m. to 11.30 p.m.	" 15 "
11.30 " " 12.40 "	Non Stop
12.40 " " 12.47 "	Stopping
12.47 " " 12.57 "	Non Stop
12.57 " " 1.04 "	Stopping
1.04 " " 1.11 "	Non Stop
1.11 " " 1.20 "	Stopping
1.20 " " 1.30 p.m.	every 10 minutes
1.30 p.m. to 4.00 "	" 15 "
4.00 " " 4.30 "	Non Stop
4.30 " " 4.37 "	Stopping
4.37 " " 4.47 "	Non Stop
4.47 " " 4.57 "	Stopping
4.57 " " 5.04 "	Non Stop
5.04 " " 5.11 "	Stopping
5.11 " " 5.20 "	Non Stop
5.20 " " 5.30 "	Stopping
5.30 " " 5.40 "	Non Stop
5.40 " " 5.47 "	Stopping
5.47 " " 5.57 "	Non Stop
5.57 " " 6.04 "	Stopping
6.04 " " 6.10 "	Non Stop

SUNDAYS.	
7.00 a.m.	7.10 a.m.
7.30 a.m. to 8.30 "	every 15 minutes
8.30 " " 11.00 "	" 10 "
11.00 " " 12.00 noon	" 15 "
12.00 noon to 1.00 p.m.	" 10 "
1.00 p.m. to 2.30 "	" 15 "
2.30 " " 4.30 "	" 10 "
4.30 " " 5.30 "	" 15 "
5.30 " " 6.30 "	" 10 "
6.30 " " 6.40 "	Non Stop
6.40 " " 6.47 "	Stopping
6.47 " " 6.57 "	Non Stop
6.57 " " 7.04 "	Stopping
7.04 " " 7.13 "	Non Stop
7.13 " " 7.20 "	Stopping
7.20 " " 7.30 "	Non Stop
7.30 " " 7.37 "	Stopping
7.37 " " 7.47 "	Non Stop
7.47 " " 7.54 "	Stopping
7.54 " " 8.03 "	Non Stop
8.03 " " 8.10 "	Stopping

SPECIALS:
Extra Car—midnight.
Night Cars—WEDNESDAY AND SUNDAY
8.00 p.m. to 9.00 p.m.
8.30 p.m. to 11.00 p.m. every 30 minutes (Stop
1.15 " " 11.45 " " 15 "

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon dep.	6.41	7.10	8.35	9.15	10.28	12.00	1.18	2.52	4.34	5.27	7.09
Yau Ma Tei dep.	6.51	7.18	8.45	9.25	10.38	12.10	1.27	3.01	4.43	5.37	7.19
Shatin dep.	7.06	7.33	8.55	9.35	10.50	12.20	1.37	3.11	4.53	5.47	7.29
Tai Po dep.	7.17	7.44	9.05	9.45	11.00	12.30	1.47	3.21	5.03	5.57	7.39
Tai Po Market dep.	7.29	7.56	9.15	9.55	11.10	12.40	1.57	3.31	5.13	6.07	7.49
Fanling dep.	7.38	8.05	9.25	10.05	11.20	12.50	2.07	3.41	5.23	6.17	7.59
Sheng Shui dep.	7.58	8.25	9.45	10.25	11.40	13.10	2.27	4.01	5.43	6.37	8.19
Shum Chun dep.	7.44	8.11	9.35	10.15	11.30	13.00	2.16	3.50	5.32	6.26	8.08
Shatankok dep.	7.54	8.21	9.45	10.25	11.40	13.10	2.26	4.00	5.42	6.36	8.18
Canton arr.	...	...	...	...	...	...	...	...	...	...	...

	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Canton dep.
Shatankok dep.
Shum Chun dep.
Sheng Shui dep.
Fanling dep.
Tai Po Market dep.
Tai Po dep.
Shatin dep.
Yau Ma Tei dep.
Kowloon arr.

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.
Fanling dep.	7.15	11.30	2.30	6.30	Shatankok dep.	6.30	10.15	1.15
Shatankok arr.	7.40	12.25	3.15	7.15	Fanling arr.	7.25	11.10	2.00

Further information may be obtained at the RAILWAY OFFICES, KOWLOON, or from
Messrs. TUCKER & SON, HONGKONG, or from THE AMERICAN EXPRESS COMPANY,
HONGKONG.

ROBERT BAKER, Manager.

J. T. SHAW.

TELEPHONE CENTRAL 692.

LADIES' & GENT'S TAILOR.

ANOTHER CONSIGNMENT OF

SUITINGS & OVERCOATINGS

JUST ARRIVED, SUITABLE FOR

AUTUMN & WINTER WEAR

SUITS FROM \$60.00.

PERFECTION IN STYLE & FIT GUARANTEED

No. 11, Beaconsfield Arcade

(Opposite City Hall).

THE STANDARD LIFE ASSURANCE CO.

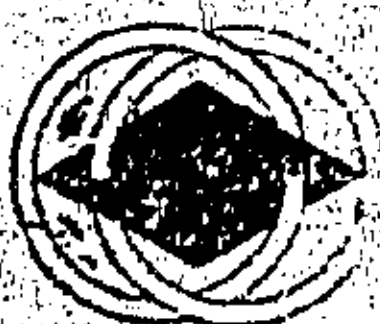
TWO SCHEMES:

- (1) THE CHILDREN'S EARLY PROVIDENT SCHEME. Combines the very
best and best features of Assurance and Investment for the benefit of your
child.
- (2) PARTNERSHIP ASSURANCE. A plan of Assurance appealing to business
men.

DODWELL & CO., LTD.,

Agents, 2, Queen's Building.

KAIPING COAL



COKE,
FIREBRICKS,
STONEWARE PIPES
GLAZED TILES.

THE KAILAN MINING ADMINISTRATION

HEAD OFFICE—HONGKONG.

Agents: DODWELL & CO., LTD.,
HONGKONG.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings to Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m. only).
Sailings from Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 4 p.m. only).

Further information may be obtained at the Company's Office, 44, Des Voeux Rd. Central
Messrs. TUCKER & SON, or the American Express Company Hongkong.

Tel. Central 2313.

P. O. Box 530.

HAWTHORNE & PEARSON

LADIES' & GENTLEMEN'S TAILORS

AND BREECHES MAKERS.

St. George's Buildings, Ice House Street

Next to Cafe Wiseman.

GRAND OPENING SALE

In our New Premises

OLD POST OFFICE SITE

Peddar Street

SWATOW TRADING CO.

MANUFACTURERS

Of Hand-made Chinese Linen, Drawn-Work and Embroideries, Dealers in
all kinds of Silk Goods of the Best Quality, Cluny, Filet, Venection Point,
Honiton Point, Renaissance Point, Irish Crochet Laces and Collarettes,
Waists and Dresses from the Latest French Patterns, Mandarin Costumes
of Various Designs, and Pewter-Ware.

WHOLESALE AND RETAIL.

Inspection Cordially Invited.

Telephone 3363.

A Galaxy of Bargains.

HONGKONG HOTEL.

LADIES' HAIRDRESSING PARLOUR

(1st Floor)

Under the Management of an

EXPERT EUROPEAN HAIRDRESSER

Waving—Shampooing, Manicure

Facial and Scalp Treatment, etc.

Hours 9 a.m. to 6 p.m.

Appointments may be made by

Phone—Central 32.

THE HONGKONG HOTEL CO., LTD.

MONDAY, OCTOBER 29th

JASCHA HEIFETZ.

BOOKING AT MOUTRIE'S.

ON SALE.

BOUND VOLUMES of the HONGKONG

WEEKLY PRESS, January to June

1923.

With Index. Price \$7.50.

On sale at the Hongkong Daily Press.

HOTELS

LEADING FAR EASTERN HOTELS.

HONGKONG:—HONGKONG HOTEL

PAK HONG

REYNOLDS BAY HOTEL

SHANGHAI:—ASTOR HOTEL

PALACE HOTEL

GRAND HOTEL KAMEN

PEKING:—GRAND HOTEL DES WAGONS LITS

THE HONGKONG HOTEL CO., LTD.

In conjunction with

THE SHANGHAI HOTEL, LTD.

and

THE GRAND HOTEL DES WAGONS LITS, L. 13

KING EDWARD HOTEL.

CENTRAL LOCATION

Electric Lifts and Lighting

Telephone on each floor.

Hotels Lenses meets all Steamers

Telephone Central No. 378

Tel. Address: VICTORIA.

J. WITORE J.

Manager.

VICTORIA HOTEL.

CANTON

Only a short distance from the Railway Station

and the most luxurious of all hotels

7 hours by Water to Hong Kong by Rail

The Only European Hotel in Canton.

Cooking exclusively under European

supervision.

Official Hotel for all the leading

Tourist Cos. in the World.

European or American Plan

This Hotel has just been renovated and

is now up-to-date, including one of the most

spacious Lounges in the Orient, 1923.

CHRISTOPHER BUTTON,

Manager.

PALACE HOTEL, KOWLOON

Corner of Halphong & Hankow Rds.

Tel. K. 5.

Tel. Address: Palace.

TWO Minutes from Ferry and Railway

Station. This Hotel which has just

been completely renovated and

is now up-to-date in every respect and under

English Management.

Chinese and European supervision of the

BAR and BILLIARD ROOMS

TERMS MODERATE.

Special arrangements for families on

application to—

J. H. O'BERRY,

Proprietor.

SEAMEN'S INSTITUTE

121, PRATA EAST, HONGKONG.

FROM the list of all Men of the Mercantile

Marine and H.M. Navy

Reading and Writing Rooms, Billiard Room

Office (Hours), C.P.O. Room, Restaurant

Concert Hall, Church

Private Cabins and beds in Dormitories

Swim Lanes "Diving"

FOR SALE

CARMONA FERTILIZER.

It promotes Healthy and Vigorous Growth
and in this way imparts to the Plant
Strength to resist Disease attacking them.

GRACE & CO.

DEALERS IN GARDEN SUPPLIES, FERTILIZERS

PICCADILLY, PORT, CANTON, CHINA.

No. 10, WINDHAM ST.

P.O. Box 926 HONGKONG

O. B. BEER

PRODUCE OF MANILA



UNEQUALLED IN QUALITY
THE PREMIER BEER
 NOW ON THE MARKET.

SOLE AGENTS:
GANDE, PRICE & CO., LTD.
 WINE MERCHANTS,
 No. 2, QUEEN'S ROAD CENTRAL

Tel. Central No. 135. HONGKONG.

DAIRY FARM NEWS.

FISH

From the Scottish Fisheries.

Finnan Haddocks	60 cents per lb.
Fillets	65 "

From Canada.

Chicken Halibut	70 cents per lb.
Silver Side Salmon	80 "
Red Spring Salmon	80 "

LOTOL

Kills the Germs
 of
 FEVERS, COLDS
 and INFLUENZA
 Spray it Freely

LOTOL

LIGHTING

We shall be pleased to submit
 designs for any Special Work.

ARCHITECTS DESIGNS CARRIED OUT IN DETAIL.

FITTINGS FOR EVERY
 PURPOSE IN STOCK.

ELECTRICAL DEPT.

The Hongkong Hotel Co., Ltd.



PRESCRIPTIONS

When the Doctor prescribes he expects the Druggist to fill the prescription with Pure Drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the Doctor's Prescription filled here and the result will be satisfactory.

THE PHARMACY.

The Red Buildings (opposite the House St.)

FAMOUS PEARL ROBBERY. SIR BASIL THOMSON'S RUSE. THE INNOCENT POLICEMAN.

Those who recall the daring Max Meyer pearl robbery in the spring of 1913, will be interested in the story which Sir Basil Thomson, former Chief of the Criminal Investigation Department at Scotland Yard, tells concerning the recovery of the stolen gems in the October number of *The Cosmopolitan*, an American publication. It will be remembered that the pearl necklace, valued at over £100,000, was stolen from the sealed package in which it was despatched from the Paris establishment of Max Meyer to the London establishment of the same name, and in its place was substituted small bits of coal of the same weight as the pearls. The package was sealed in 8 places, and there was nothing to indicate that any of them had been tampered with. It was not until the most exhaustive inquiries had been made by this Paris police, who, as a result, were convinced that the jewels could not have disappeared while they were in charge of the French postal employees, that the matter was placed in the hands of Scotland Yard.

Sir Basil Thomson, in recounting his part in the recovery of the pearls, tells how he first directed his attention to Hatton-garden, being convinced that the pearls would eventually fall into the hands of the police. "If they were diamonds," argued Sir Basil, "they would have been re-cut, would have become unrecognisable, and would soon reappear in rings and bracelets. But pearls cannot be altered in that way." Matched pearls such as those in the stolen necklace would be known to every jeweller of repute in Western Europe. Sir Basil's first move was to discover, from his dentist, the most quick setting material that he knew, and as a result of his experiments with a special plaster of Paris he discovered that within four minutes he could make a mould and reproduce the seal upon the packet so perfectly that no member of his staff could detect the difference. "It was important only because it kept us on the right track by ensuring us that the package could have been opened and resealed without making more than a few minutes' difference in the time of its delivery. As a matter of fact, the re-sealing had not been done in the way that I imagined."

A daily watch was kept upon Hatton-garden, and eventually the police suspicions were narrowed down to four men—Lockett, Gold, Grizzard, and Marks—but at no time could the quartet be induced to come together. The men were followed with a constant change of detectives and a great number of different disguises were used, but apparently there was none who could deceive them. Finally, a disguise was decided upon which enabled a detective to approach two of the men in the street, overhear their conversation, and learn their plans, as a result of which all four were arrested at the Oxford-street Tube Station. The next day the man who cut the deal used to imitate that stamped on the package was found at Hatton-garden, and he recognized Grizzard as the man for whom he executed the order. It was then possible to complete the story of the crime, and Sir Basil proceeds to do so much in the manner of Sherlock Holmes and his collaborator.

TALKS WITH THE POSTMAN

"Grizzard had been the one to plan it. He knew that several times a week the London establishment of Max Meyer received shipments by mail from their Paris shop and that usually the packages contained diamonds. Grizzard began by cultivating the acquaintance of the postman. The postman was a man of no great intelligence; he did his work without interest in it, and when it was over he went to a certain bar where he spent the greater part of his evenings. Grizzard became friendly with the postman at this bar. Later, he several times met him on the street while the postman was delivering his packages and stopped to talk with him. Sometimes, in doing this, he took from the postman's bag one of the packages, looked at it and at once returned it to the bag. Finally in this way he came upon a package addressed to Max Meyer. He took a quick imprint of the seal on a bit of wax hidden in his hand. The wax impression was taken to the obscure engraver, who unsuspiciously engraved a seal to correspond with it. Now Grizzard approached the postman more openly.

"Would you like," he asked, "to make £100?" The postman exclaimed: "It seemed a great sum to him. All you have to do is the next time you have a package for Meyer and I meet you on the street, hand me the package, go on and deliver some of your other mail, come back the same way, and you will find me waiting with the package where you left me, and you can deliver it at Meyer's." The postman reflected. It did not seem a very serious matter to leave a package in the hands of one of his friends, receive it back in a few minutes, and then deliver it. "You won't make a fool of me?" he questioned. "I mean, you'll surely be there and give the package back?"

"You have my word," said Grizzard. "After that each day Grizzard waited for the postman on the street. Finally, one day the postman contained a package for Max Meyer. The postman handed it to Grizzard. Grizzard dashed around the corner and up to Mark's shop. There Marks and Gold were waiting. They quickly broke the seals, shook out the necklace, put into the box some bits of coal of the same weight, then they replaced the wrappings, brought the broken seal together, melted the wax with a hot poker, impressed the Meyer seal again with the Meyer seal, and Grizzard hastened out again."

SHOWN IN A MATCH-BOX

Sir Basil proceeds to tell of the search made at the house of the four men, of the searching of the pearls by the wife of Lockett, who, in order to save her husband, secreted them in a matchbox, and evading the police dropped the box into the gutter. "Perhaps," says Sir Basil, "her woman's love of jewels kept her from disposing of them so that they could never be recovered. More likely, however, she simply got rid of them in the quickest way for fear that if she were not home when the police arrived her absence would be inquired into. As it was, she got home so little before the arrival of the police that she had not removed her hat. It is rather interesting to think of a fortune of £118,000 lying in the gutter for the first comer to pick up."

The first comer happened to be a plumber's helper. He was on his way back to the shop to get some tools. He had filled his pipe but could not light it because he had no match. He saw the box, touched it with his toe to discover whether it seemed full or empty, found it heavy, picked it up and shook out into his hand some of the beads. He thought them imitation pearls. Still, as the newspapers had been full of some lost pearls, and the police station was not out of his way, he stopped in there with them. The district superintendent at the police station also believed them to be imitations, but sent them on to Scotland Yard. I, on receiving them, did not believe them real, but sent for Mr. Meyer in order to consult an expert."

Explaining the disguise which deceived the men while they were under observation, Sir Basil says, "You have read Poe's story, 'The Purloined Letter'?" The letter was concealed by sticking it openly in the most conspicuous place in the apartment. The searchers, who ransacked the place for it, did not examine it because they could not imagine that, with the fate of its possessor depending on its keeping it from them, he would leave it where they were sure to see it. We used the same method. We disguised one of our detectives as a policeman. A detective is a policeman disguised as a civilian. Remember that these thieves knew police methods as well as we did. They knew that no uniformed policeman would be assigned to watch them, or would even be acquainted with their connection with the crime. As Grizzard delivered his message to Marks, they saw a uniformed policeman standing near them. It never entered their heads that we would have dressed one of our detectives in a police uniform in order to spy on them."

THE AMERICAN EXPRESS CO. INCORPORATED.

HEAD OFFICE:
 NEW YORK CITY.

INTERNATIONAL BANKING-SHIPING-TRAVEL

Eighty Offices are established in the Principal Cities of the World to provide Commercial Organizations and Private Individuals with a complete World Wide Banking, Shipping and Travel Service.

COMMERCIAL LETTERS OF CREDIT, DEPOSIT AND CURRENT ACCOUNTS

FOREIGN EXCHANGE.
 LETTERS OF CREDIT.
 TRAVELERS CHEQUES.
 LETTERS OF CREDIT.
 STEAMSHIP PASSAGES.
 HOTEL RESERVATIONS.
 BAGGAGE INSURANCE.
 CABLE AND POSTAL REMITTANCES.
 PURCHASE OF BILLS OF EXCHANGE.

Every approved Banking, Shipping and Travel Transaction.

P. J. VANHECKE,
 Manager.

RUSSO-ASIATIC BANK.

CAPITAL (FULLY PAID) ... 55,000,000
 RESERVE FUND ... 26,980,000
 CAPITAL CONTRIBUTED BY THE ... 3,500,000
 CHINESE GOVERNMENT ... 1,750,000

HEAD OFFICE:
 Paris 9, Rue de la Paix.
 LONDON OFFICE:
 64, Old Broad Street, E.C. 2.

BANKERS:
 LONDON: Messrs. Glyn, Mills, Currie & Co.
 Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
 PARIS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
 Banque de Paris et des Pays-Bas.
 LYONS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
 NEW YORK: The Irving Bank—Columbia Trust Company.
 SAN FRANCISCO: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA:
 Changchun, Hankow, Manchuria, Tientsin, Cheloo, Harbin, Newchwang, Urumtschi, Dairen, Hongkong, Peking, Yokohama, Haikow, Shanghai.

HONGKONG BRANCH:
 Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.
 Foreign Exchange on the Principal Cities of the World bought and sold.

R. A. RODGERS,
 Manager.

When in doubt about your eyes
 or your glasses
 Consult

CHINESE OPTICAL CO.

Eye-sight Specialists.

67, QUEEN'S ROAD CENTRAL
 Hongkong

BICYCLES

Telephone 7711. LADIES' GENTLEMEN'S OR TANDEM. Telephone 7711.
FOR HIRE OR SALE.

English Bicycles and Racers
 Just Arrived.

English Palmer Tyres and Repair Outlets for Sale.

HANG LEE CYCLE CO.,

38, HARRISON ROAD, KOWLOON.
 Next to PALACE HOTEL.

Tel. Central 2313.

P. O. Box 530.

MADELINE PEARSON

AFTERNOON AND EVENING
 GOWNS

CHARMING HATS AND FLOWERS
 NOW SHOWING.

St. George's Buildings, Ice House Street
 (Next to Cafe Wiseman).

THE LEADING HOUSE
 FOR PIPES
 IN THE FAR EAST.

VARIOUS MAKERS FOR YOU
 TO CHOOSE FROM

ALL AT VERY
 REASONABLE PRICES.

TABAQUERIA
 FILIPINA,
 23, QUEEN'S ROAD CENTRAL.

"DUNHILL" "LOEWES" "WEINGOTT" "BARLINGER"

WORLD THEATRE

MONDAY, 22nd, & TUESDAY, 23rd October,
 at 5.15 & 9.15 P.M.

GLADYS WALTON

A FERVID STORY OF A GIRL'S SEARCH
 FOR ROMANCE

"LOVE LETTER"

Admission:

9.15 p.m.—\$1.20 & 80 cts. 5.15 p.m.—80 cts. & 50 cts.
 Special Prices for Children at 5 p.m.
 30 cts. and 20 cts.

BOOKING AT THE THEATRE.

Flashback

of the Past

That is Just What Good
 Pictures are. They bring the
 Past back to Life.
 Take Pictures To-day. To-
 morrow, and Every-day.

A. TACK & Co.,

26, DES VERTS ROAD,
 CENTRAL

MONDAY, OCTOBER 29th

JASCHA HEIFETZ.

BOOKING AT MOUTRIE'S



PRIMO BEER
 Tasting is the best.

OBTAINABLE EVERYWHERE

H. RUTTONJEE & SON.

1463

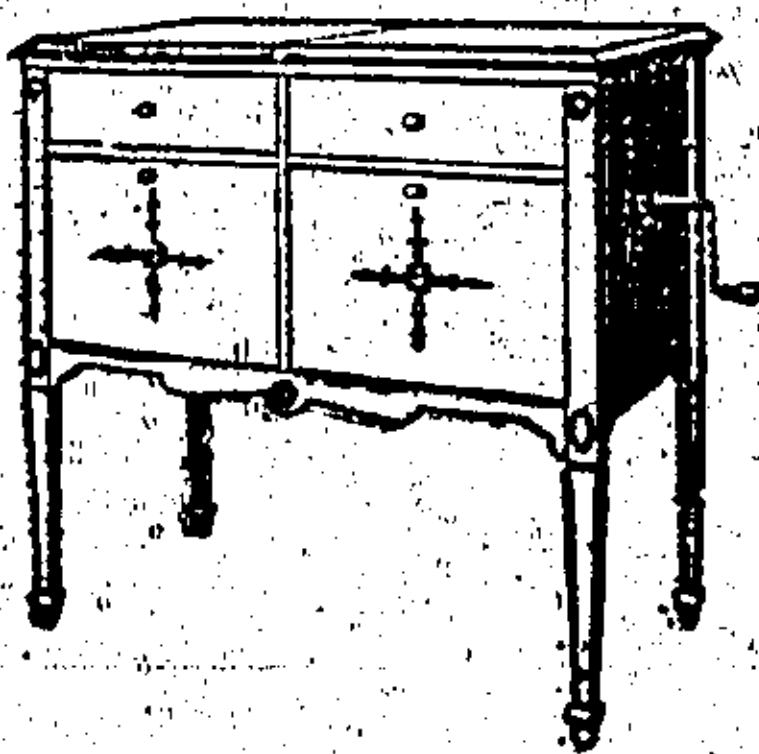
SPECIFY
S. K. F.
BALL BEARINGS
ON ALL MACHINES YOU ORDER

We can supply Bearings for all kinds of Machines.
POWER SAVING. NO HOT BEARINGS.
SELF ALIGNING. REQUIRE LESS ATTENTION.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.
SOLE AGENTS FOR HONGKONG.
Tel. Central 236. Address: 2, Queen's Buildings.

BLUE BIRD CO.
Open for Business
TO-DAY
IN NEW PREMISES
Corner of Queen's Rd.
and Pedder St.

THE "STRAND" PHONOGRAPH.



Built by America's Foremost Mechanicians, the "STRAND" is the Latest Creation in the Phonograph Line. The following are but a few of its Outstanding Features:—

- 1.—It is built of the Best Materials to withstand the climatic conditions of Tropical Countries.
- 2.—It is Artistically Designed and Beautifully Finished.
- 3.—Its Tone is Round and Full—surprisingly Life-like.
- 4.—It plays all kinds of Disc Records, including Pathe and Edison, without Change of Attachment.

Call for Demonstration at the

OKEH STUDIO.

8, DES VŒUX ROAD CENTRAL (CORNER OF ICE HOUSE STREET).
TEL. NO.—CENTRAL 4453.

NOTICE.

**MESSRS. FINDLATER, MACKIE,
TODD & CO., LTD.**
**WINE & SPIRIT MERCHANTS;
LONDON.**

The Agency for this Old Established, and Well Known Firm has been transferred from CARTERS, to **JAMES H. BACKHOUSE, LTD.,** No. 1A, CHATER ROAD.

UNEMPLOYMENT AT HOME.
RAISING THE WORKERS' STANDARD OF LIFE.

Mr. C. A. McCurdy (formerly Minister for Food and Chief Coalition Liberal Whip) in the first of a series of articles in the *Daily Chronicle* on the question of unemployment, contrasts the position of Britain with some 1,300,000 men and women out of work (excluding farm labourers, domestic servants, youths and girls) with the prosperity of France and the United States.

He says:—No one seems to be bothering about the matter. The Government provides a few more "doles" but no constructive proposal is offered. It is noteworthy that during last year Britain and France pursued diametrically opposite industrial policies. Britain concentrated the whole of her energies on reducing her debt, balancing her Budget, and restoring the exchanges—in a word, a banker's policy. France, on the contrary, did not attempt to pay even the interest on her debt, and did not balance her Budget. She has seen the franc depreciate steadily, but she has increased her people's productive capacity by improving her ports, waterways, railways, and roads, and by the erection and equipment of factories.

In a word she has pursued a manufacturer's policy. The greatest crime ever committed against the British workers was the Government's refusal to give to industry any help from the unexpected surplus of about £100,000,000 in connection with the last Budget. This money ought never to have gone altogether to the reduction of Britain's debt, the improvement of her credit, and the raising of the value of British securities when her man-power was deteriorating under the industrial depression. In the United States the workers are enjoying wages which are double those of Britain, not by working longer hours but because the organisation of American industrial development has advanced far ahead of ours.

If Britain is to maintain her position as a manufacturing nation she must increase her productive capacity and her industrial efficiency within a generation. We ought to raise the British workers' standard of life to the American standard. Our policy should be £1 a day for the British workers with an assurance that we shall receive value for it. That alone would mean the doubling of the home market. We must raise wages and reduce the cost of production. Without increased wages no great industry ever increased production.

KU KLUX KLAN STRUGGLE.
MARTIAL LAW IN OKLAHOMA.

The entire State of Oklahoma was put under martial law early on September 16th, by Governor Walton, in answer to the challenge publicly made by the Grand Dragon of the Ku Klux Klan, who declared that the State authorities would never be able to break up the power of his organization.

In his proclamation the Governor said that hundreds of men and women had been severely beaten in Oklahoma and that the Klan was responsible for the outrages. He accused police, sheriffs, and even some Judges of the District Court of being subjects of the "Invisible Empire" or under its domination. "Here to-day," he said, "grand and petty juries are being called by a Klan Judge to shield and protect the subjects of this empire." Recently the military court in Tulsa County, which has been under military rule since August 14th, took voluminous testimony concerning the activity of masked bands in taking the law into their own hands and beating those who came under their displeasure. It was on the strength of this testimony that Governor Walton, who was elected to office on the Anti-Klan ticket, has been attacking the "Invisible Empire." Against the Governor are arrayed the majority of the Legislature, and the proclamation of martial law is apparently as much due to the Governor's anxiety to prevent the convening of the Legislature, which wishes to impeach him, as to the fear of bloodshed. The Governor's spectacular actions have brought an element of force into the situation, nevertheless, serious developments may easily arise, with armed militia moving from various parts of the State toward Oklahoma City and Creek County.

FAMOUS TREE DEAD.

The "Washington Elm," under whose shade George Washington stood on July 3rd, 1775, when he assumed command of the Colonial Army, is dead. It was, at that date a lofty and venerable tree and must have been well over 200 years old when it died. Its end is announced by Dr. Sargent, Director of the Arnold Arboretum of Harvard, and may be regarded as undeniable.

HONGKONG SHARE MARKET
CLOSING QUOTATIONS

OCTOBER 22nd, 1923.	
Hongkong and Shanghai Banks	71,100/1,106 1/2
Canton Insurance	2645 b.
Union Insurance	4230 b.
Steamboats	745 b.
China Sogars	321 b.
Kowloon Wharves	155 1/2
Whampoa Docks	150 1/2 b, 161 1/2
Shanghai Docks	115 1/2 b
Hongkong Wharves	71, 128 1/2
Hongkong Land	151 1/2
Imperial Estate	23 1/2 b.
Ewo Cotton	13 1/2 1/2
Coments	126 1/2
China Provident	247 1/2, 25 1/2
Dairy Farms	123 1/2
Watsons	229 1/2
Hongkong Electric	31 1/2 b, 32 1/2
China Light	414 1/2
Hongkong Trams	244 1/2
b.—buyers; s.—sellers; m.—sales.	

THEATRE ROYAL
ONE NIGHT ONLY
MONDAY, OCTOBER 22nd.

GRAND VIOLIN RECITAL

JASCHA HEIFETZ,

THE WORLD-RENOWNED VIOLINIST.

BOOKING OFFICE AT MOUTRIE'S ON
MONDAY, OCTOBER 15th.

PRICES.—Stalls and Circle ... \$6.
Unreserved ... \$4 and \$3.

C. E. WARREN CO., LTD.

SANITARY ENGINEERS—
MONUMENTALISTS, &c.

OFFICES & GODOWNS, 98A, WANCHI ROAD,
TRA. No. 569. HONGKONG.

Have Received A New Stock of Native
Trapclosets—Lavatory Basins—Egg-
shell Hearthtiles, &c.

A Large Stock of Builders' Requisites.

Estimates Free for All Classes of Work—
Bath and Bath Room Fittings—H. &
C. Water Installations, Water Heaters
—Ranges—Sanitary and Flushing
Systems.

Monumental Works in Italian Marble
and/or Hongkong Granite.

Erected in Hongkong, Canton—Macau, or
Packed F.O.B., Hongkong.

A Large Assortment of Artificial Wreaths.

"Boy! A Good Smoke, my
Slippers and Armchair."

THE
HONGKONG CIGAR STORE, LTD.

Do not supply Slippers and
Chair, but They do supply a

GOOD SMOKE.

THE NEW PEARL REMEDY.
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3

VISITORS TO CANTON

Should Purchase
BY THE PEARL RIVER

BY
CAPTAIN C. V. LLOYD
With Illustrations, Maps and Plans

PRICE ... \$1.75.

Sale at

Hongkong: "DAILY PRESS" Office,
Messrs. KELLY & WALSH, LTD.
Messrs. BROWN & CO.
Canton: Messrs. A. S. WATSON & Co.

**"JUST AS SOFT AND FLEECY
AS WHEN 'T WAS NEW!"**

YOUR FAVOURITE AUTUMN
SHAWL, JUMPER, COSTUMES,
EVENING GOWNS AND WRAPS
CAN BE RESTORED TO THEIR
ORIGINAL SMARTNESS

BY GIVING OUR

**GENUINE DRY-CLEANING
SERVICE A TRIAL.**



THE STEAM LAUNDRY CO.

HEAD OFFICE and WORKS: YAUMATEL, Tel. K 52.
HONGKONG DEPOT: 15, Stanley Street, Tel. C 1279.
62, Praya East.
KOWLOON DEPOT: 19, Canton Road.
CANTON: 19, Shakti Central, East.

PIANOS FOR SALE OR HIRE.

TSANG FOOK PIANO CO.

Tel. 2127. 34A, WANCHAI ROAD.

**SOME DISTANCES IN THE SOUTH CHINA SEA
AND PHILIPPINE ISLANDS**
By CAPT. G. H. PENNEFATHER.

On Sale at—
BREWER & Co., Pedder Street.
YE OLDE PRINTERIE, LTD., Queen's Road.

SOMETHING YOU NEED.

DRAWN WORK and EMBROIDERIES
of EVERY DESCRIPTION

Shawls, Hand-made Laces, Drawn and Embroidered
Handkerchiefs, Beaded Articles and Necklaces.
Suitable for Xmas Presents to send Home.

CHINA SILK & EMBROIDERY CO., LTD.

Wholesale and Retail Merchants.

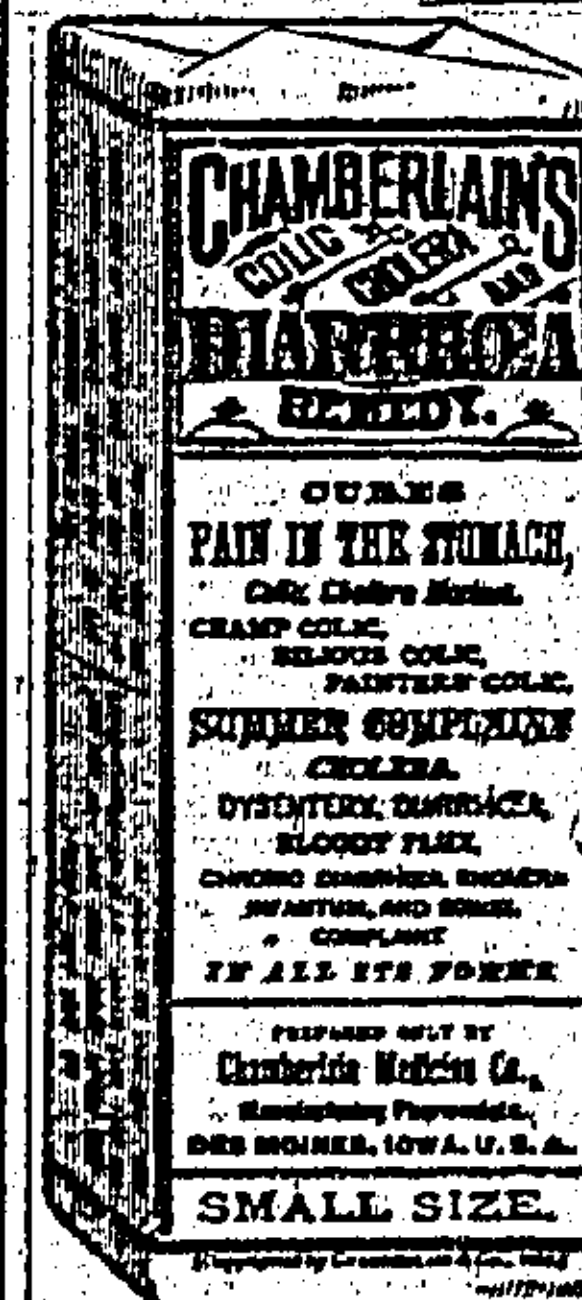
37, QUEEN'S ROAD CENTRAL (NEXT MADAM FLINT'S).

Chamberlain's
Colic and Diarrhoea
Remedy

Cures

Pains in the Stomach,
Diarrhoea, Dysentery,
Colic and Bowel Complaint

Sold Everywhere



S. O. A. E. O.

THE FAR EAST OXYGEN AND ACETYLENE CO., LTD.



DEALERS and MANUFACTURERS of Oxygen, Acetylene,
Carbonic Acid, Ammoniac, Anhydrous sulphurous gases, Carbide
of Calcium, Motor Cycle acetylene tanks, and all necessary
equipment for low and high pressure autogenous welding.

Autogenous welding of all metal by Oxy-Acetylenic and
Electric processes.

Boiler Repairs a speciality.

Apply No. 20, Des Vœux Road Central, 2nd Floor.
Tel. Central No. 2344.

Prompt relling at moderate prices of all kinds of Motor
Cycle acetylene tanks.

JOHN L. THORNYCROFT

AND CO. LTD.

SHIPBUILDERS AND ENGINEERS
London, Southampton and SasingstonePASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 4,000 TONS
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
UP TO 50 KNOTS.TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS
MARINE AND STATIONARY OIL ENGINES 8 TO 90 H.P.MOTOR VEHICLES 2 TO 6 TONS.
WATER-TUBE BOILERS

For quotation, apply—

ROBERT DOLLAR BUILDING,
SHANGHAI.

EXCEPTIONAL VALUE IN MEN'S PYJAMAS

Medium weight Ceylon Flannel is smart
patterns. Cut very full and roomy to ensure
perfect comfort in wear. Wash splendidly.

Per suit \$8.00. 3 suits for \$22.50.

Other qualities \$9.50. \$11.50 per suit.

A PLAIN ASSORTMENT OF BATH ROBES.

Mackintosh
& CO., LTD.

Men's Wear Specialists.

Alexandra Building, Des Vaux Road.



ICY-HOT BOTTLE.

A Useful and Much Appreciated
Present for All Occasions.THE CHINA DISPENSARY
82, QUEEN'S ROAD C. TELEPHONE C 2598.

YEE SANG FAT CO.

JUST RECEIVED

A Large Assortment of
WARDROBE and CABIN TRUNKS
SUIT CASES and TRAVELLING BAGS
All at Reasonable Prices.

Latest Styles.

WATER PROOF FOR RAINCOATS
Gents' Ladies' and Children's

YEE SANG FAT CO.

WING ON'S SALE ON.

Reductions
for 20 DAYS onlyFrom
18th October to 6th November.

RECONSTRUCTION IN JAPAN. YOKOHAMA TO BE GREATER THAN EVER.

Regarding the plans of the Tokyo Reconstruction Board, a Tokyo Press message, says the *Japan Chronicle*, endeavours to dispel the fears of Yokohama traders that the restoration plan of the Central authorities will be hostile to the interests of Yokohama, at least so far as the reconstruction of Yokohama harbour is concerned. According to the inspired message, this fear is quite groundless, as the Tokyo authorities will carry out their plan with a view to making Yokohama as prosperous as before, or even more so. In consideration of the importance of foreign trade, in which Yokohama was the leading port of Japan, the Government authorities are expected to reconstruct Yokohama at any cost, together with a plan for making a port at Tokyo sooner or later. Some, the message says, seem to be anxious regarding the plan of a Tokyo harbour, as minimising or absorbing Yokohama's interests to a great extent, but this is a groundless fear. Harbour construction at Tokyo or at Tsukijima (in Tokyo Bay) cannot be carried out on any larger scale than will provide a port of call for ships up to 3,000 tons, while Yokohama is to be restored to its former capacity, enabling vessels of 25,000 tons to berth there. The estimated cost of Tokyo harbour construction is ¥15,000,000 to ¥30,000,000 for the reclaiming of 300,000 tsubo of land, and dredging to a depth of 24 to 25 feet. At present no concrete plan for restoring Yokohama harbour has been formed, but this is expected, the message suggests, to be realised when the Tokyo reconstruction scheme matures.

PLANS FOR RESTORING YOKOHAMA.

On the afternoon of the 4th instant a consultation was held at Yokohama by the local Trade Committee with regard to the reconstruction of Yokohama. At this meeting the following six resolutions were passed:

- The Committee should ask the Government to arrange for a speedy payment of more than 50 per cent. of the insured amounts.
- Hotels for the use of foreigners must be constructed.
- Low interest funds must be provided by the Government in order to restore Yokohama's foreign trade.
- Bankers must endeavour speedily to re-open exchange business with China and the clearing of bills.
- The Committee must get the bankers to provide facilities for borrowing business funds.
- After these resolutions were passed, an Enterprise Committee meeting was held from 4 p.m. to 5 p.m. at which resolutions regarding the restoration of the Municipal lighting, tram-car service, health arrangements, etc., were passed.

KOBE HARBOUR WORKS AS AN EMERGENCY SCHEME.

In consideration of the fact that Kobe harbour will be compelled to do more business in place of Yokohama for some time, Mr. Morikaki, Chief of the Municipal Harbour Department, is quoted as follows: If the restoration of Yokohama harbour can be completed in two or three years there will be no need of Kobe hurriedly making arrangements to meet the extra demand arising through Yokohama's destruction. Unlike land work, that at the waterfront generally takes much time, so that marine works to the extent of ¥500,000 are very difficult in Japan's present financial condition. Proposing this possible, however, and Yokohama harbour restoration requires ¥10,000,000, the work there must take two years at least.

Kobe must expect to work for Yokohama for two years and this means an increased efficiency on the Kobe waterfront of 2,000,000 tons per year. Half of this figure may be covered by enlarging the existing arrangements. Mr. Morikaki urges that the second instalment of harbour construction, that is now slowly being carried out, should be done more quickly by the Government at this juncture. There is part of the reconstruction scheme that is more important and more imminent than the rest, and that must first be finished. Chief among these is the reclamation at No. 2 pier. The reclamation here will yield a spacious area in six months' good work is put into it. This, therefore, ought to be taken in hand.

Secondly reclamation in Tyogo harbour (part of the second harbour construction scheme) must be realised, but sectionally, to meet the present situation in the harbour. The completion of the whole second harbour construction plan is to take seven years longer, but if properly managed, Kobe will have a tolerably large area of reclamation at the waterfront two years from now. The Municipality must prepare for the construction of pier sheds and various other buildings without delay to meet the situation. Mr. Morikaki is expected to publish a more detailed plan in the course of a week.

EARTHQUAKE TAXES: NEW IMPOSTS FORESHADOWED.

There are a number of items of taxation which will not have to be paid because earthquake damage had destroyed the objects taxed. But whilst the Government's revenue thus declines, its expenditure necessarily expands, owing to the needs of the situation, and the authorities are looking round to see how and where they can let a little more blood. The taxes forgone either compassionately or because it could not be helped, amount to ¥100,000,000 roughly, and, in trying to make this good, the Government's first thought is to trench thrift—which it has already done once this year, without any great effect, says the *Japan Chronicle*. In order to make the efficacy of thrift more persuasive, it is proposed to penalise extravagance, special taxes being imposed on silk fabrics and alcoholic liquors to begin with.

A 10 per cent. excise tax is charged on all goods, and the proposed rate is 20 per cent. while mixed and light goods are to be charged 15 per cent. Sake and other drinks containing alcohol below 25 degrees are to be taxed from ¥35 to ¥33, with an additional ¥1.30 instead of ¥1.30, per degree above that level. Beer is to have a rise of ¥2, paying ¥20 per koku. Some eleven million yen is expected to be obtained from this source. A fresh tax is proposed on toilet articles, an industry which has greatly developed. Exports, patent medicines, and soaps in common use may be left untouched. Others may have an ad valorem tax imposed of 10 to 15 per cent. which will bring in about six million yen. Knitted and felt goods are another source of income, promising about three million yen. If export goods are exempted from tax, Non-alcoholic drinks may give two million yen at the rate of 10 sen per koku. Finally, jewellery and the like are recommended as taxable objects. But the great feature is this class of proposed taxation: a banquet tax, for which a minimum level is to be fixed. It is said that some of these impost, will be put forward for approval at the coming session of the Diet.

DEPARTMENTAL ECONOMICS.

In view of the numerous items of new expenditure that the Government is compelled to undertake, the Finance Office has laid before the Ministry a further retrenchment policy, asking each Department to economise by 25 per cent. of its present three quarters of the amount budgeted for in the present fiscal year, while extraordinary expenditure will be reduced by every Department's suspending untouched new enterprises, stopping uncompleted works, and postponing fresh expenditure. It is calculated that the War Office, if it carries out these economies, will have to refund approximately ¥5,500,000 to the Finance Department.

THE FOREIGN OFFICE BUDGET.

It is natural that the Foreign Office budget for the next fiscal year should be affected by the Government's policy of retrenchment. The Foreign Office is, however, said to be determined to adhere to its programme in all projects of an urgent nature, and is now waiting for the completion of an earthquake estimate. Leading items in its lists for new enterprises and extensions, for the next financial year are as follows:

- The establishment of a new Emigration Bureau (expenditure about ¥2,000,000).
- Expenditure for investigations regarding emigration encouragement and protection (about ¥250,000).
- The establishment of new consulates at Denver, Melbourne, Trieste, Paris, and other cities (about ¥2,000,000).
- Expenditure for stationing commercial commissioners at Harbin, Hongkong, and Hamburg (about ¥180,000).
- The promotion of the Legation in Spain to an Embassy (about ¥100,000).
- The establishment of a Legation in Denmark (about ¥100,000).
- Expenditure for the inquiry of conditions abroad (about ¥70,000), and so forth.

DIFFICULTY OF CUTTING DOWN.

The military budget for 1924 fiscal year had already been submitted to the Finance Office before the earthquake. It is, however, to be re-estimated owing to the post-earthquake retrenchment policy, in which the Finance Office requests an elimination of 50 per cent. The grand total required by the War Office is ¥209,000,000, including the ordinary expenditure of ¥190,000,000 and the extraordinary expenditure of ¥20,000,000. No change is to be effected in the former figures, since there has been no decrease in men and horses, but from the latter figure ¥20,000,000 has been curtailed at the request of the Finance Office.

FINANCE MINISTER AGAINST LOANS.

The flotation of loans abroad is much talked about in these days. There are not a few firms and companies looking to foreign markets for the supply of rehabilitation funds. The Industrial, Hypothec and other special banks are strongly interested in the scheme, for which a Government guarantee is needed. It is said that the Industrial Bank has already approached the Finance Department with detailed plans drawn up by the bank. But Mr. Inouye, the Finance Minister, is reported to be unfavourably inclined to the importation of foreign money, at least for the present. He is for self-dependence. Only when it is found absolutely impossible to tackle the situation unaided, will recourse be had to foreign capital. The Finance Minister fears that hasty imports of money will buoy up the finance markets to their own harm, and he will oppose the plan. If special banks have come to an understanding with the Government in the matter of guarantee, the scheme will have to obtain the approval of the Diet. For some time to come flotations of loans abroad will be in abeyance.

Mr. Inouye, and the other patriotic gentlemen who are opposed to loans, remarks the *Chronicle*, do not seem quite to appreciate the fact that if they have reconstruction they must have loans. Of course, with a Government guarantee, the buying monopoly that is being formed of firms with Government connections can get all the credit they want, and this will be equivalent to raising loans, with the sole difference that the buying monopoly will get immediately rich out of it, and the country will have to pay a much higher price for everything. (Continued at foot of next column.)

SPORT

CRICKET.

I.R.C. 2ND XI. v. R.C.E.

Playing at home on Saturday the I.R.C. second string went down to the Royal Engineers by 47 runs. Batting first, the Indians compiled 133, Madar and O. Rumjahn contributing 47 and 21 runs respectively. The visitors replied with 128 runs. The partnership of Redpath and Gandy brought the score from 50 to 132; the former only wanted 5 to make the century. Middleton and Sirdar Khan bowled well for their respective sides.

Scores—

I.R.C. 2ND XI.

I. Hasan, c. Rumjahn, b. Middleton	13
M. P. Madar, c. and b. Middleton	47
D. Rumjahn, c. Chippendall	21
Redpath	11
Sirdar Khan, b. Middleton	11
O. Rumjahn, c. Chippendall	21
Y. A. Wahab, b. Middleton	17
J. S. Akker, c. Gandy, b. Redpath	8
E. A. Moodeen, not out	6
A. H. M. Samy, b. Middleton	1
A. Kitchell, b. Middleton	0
A. A. Fattyad, b. Middleton	0
Extras	7
Total	133

Bowling Analysis.

	O.	M.	R.	W.
*Redpath	18	4	74	3
*Winter	7	2	15	0
Middleton	10.5	2	38	7
—Bowled 1 no ball.				
—Bowled 2 wides.				

ROYAL ENGINEERS.

Ramsay, c. Hasan, b. Sirdar Khan	14
Redpath, b. Sirdar Khan	90
Hamblin, c. Samy, b. Kitchell	2
Chippendall, b. Sirdar Khan	1
Major Gandy, retired	34
Brown, c. and b. Moodeen	2
Smith, b. Sirdar Khan	0
Middleton, b. Sirdar Khan	16
Winter, c. Sirdar Khan, b. Moodeen	1
Isaacs, c. D. Rumjahn, b. Sirdar Khan	3
Goodman, not out	1
Extras	13
Total	182

Bowling Analysis.

	O.	M.	R.	W.
Kitchell	1	0	20	1
Sirdar Khan	10.5	1	38	0
D. Rumjahn	7	1	26	0
Hassan	1	0	8	0
*Madar	4	0	34	0
Wahab	2	0	19	0
*Moodeen	5	2	4	2
—Bowled 2 no balls.				
—Bowled 1 no ball.				

RAW SILK DAMAGE.

WHO BEARS THE LOSSES?

For some reason the exact amount of raw silk burnt in Yokohama is withheld from the public. Speculations put it at anything between fifty and sixty thousand bales, valued at as many million yen. Who is to bear the losses has been purposely undiscussed in view of the complication of interests. But the problem is not to be shirked any longer since the fire insurance problem has (according to the *Jiji*) resolved itself into figures, we presume our contemporary means figures of speech—and the restoration of Yokohama and her silk trade largely depends upon the solution. The burnt goods fall under three heads: those in transit from makers to dealers; those warehoused by dealers, under the instruction of bankers and those sold and held by exporters. The first class is small in quantity, and is plainly at the risk of the maker, who may take up the matter with the underwriter, while the losses in the third must be borne by the exporter who has bought them; but the second lot is attended with a serious difficulty, and forming the bulk of the stocks. Technically, the person in whose keeping the goods were placed is responsible for the damages, but practically, it is out of the question to get him to pay. The banker, who has advanced on them, will press for reimbursement or fresh securities, while the shipper will refuse any share in the matter. Reduced consignments to Yokohama despite the pathetic efforts on the part of the dealers, is a good indication of the makers' attitude to the problem. The solution of the difficulty will take a long time, and that is all that the *Jiji* is certain about.

INSURANCE PROBLEM.

THE GOVERNMENT'S SHARE.

Now that it has been decided that the insurance companies shall pay earthquake claims under the name of "sacrifice," the question resolves itself into the total of payments and the scale on which the individual cases are to be dealt with. Concerning this phase of the problem the *Mainichi* thinks that the companies should settle the matter in consultation with the authorities. If they are made to pay 10 per cent. of the insured amount they will be ruined. Nor is it practicable for them to surrender their whole assets according to the solidarity of interest principle suggested by the Government. The matter largely depends on how much the Government will go shares. Supposing 10 per cent. is to be paid, all that the companies can do without being ruined will be 8 per cent. Therefore, the *Mainichi* conjectures that the Government will pay 4 per cent. so that the companies may have four-tenths of their assets to go on with their business. No easier decision is possible, as the consent of the Diet is necessary before the Government can help.

All that the insurance companies' resolution really amounts to is that if they pay anything it will be in the nature of a sacrifice. It is extremely doubtful whether anything substantial will be realised at all.

SUB. GRIFFINS ARRIVE DRAWN FOR LAST EVENING.

The 65 subscription-graffins which arrived yesterday by the *Chung Shing* from Tientsin were drawn yesterday evening at the Jockey Club stables in the presence of a number of racing enthusiasts including several ladies. The ponies are a much better lot than those received in the previous batch. The draw was timed to commence at 5.30 p.m. but owing to the dark setting in early on it was found impossible to enter up the markings and colour of the ponies. This will be done when the ponies are measured. The draw was carried out under the supervision of two of the Jockey Club Stewards (Mr. G. R. Hall and Mr. Henry Humphreys), and the following is the result:

NAME OF DRAWER.

No. of pony.	Name of drawer.
1	Mr. J. M. de Rooba
2	Mr. H. Seth
3	Capt. Hall
4	Messrs. Lowe and Cox
5	Sir Paul Chater
6	Mr. W. D. Goodfellow
7	Mr. Nemanee
8	Mr. D. G. M. Bernard
9	Mr. Sadick
10	Mr. Dyer
11	Mr. Dynasty
12	Lady Severn
13	Lady Chater
14	Mr. D. G. M. Bernard
15	International Bank
16	Mr. H. Seth
17	Mr. B. Basto
18	Mr. R. M. Dyer
19	Mr. S. C. Clayton
20	Sir Paul Chater
21	Mr. Bagrum
22	Hon. Mr. A. G. Stephen
23	Mr. Dowbiggin
24	Mr. Dynasty
25	Lady Severn
26	Mr. Warrack
27	Hon. Mr. A. G. Stephen
28	Harriman & Co.
29	Mr. Topside
30	Mr. B. Basto
31	Mr. E. Bouillon
32	Mr. Bartholomew
33	Hon. Mr. A. G. Stephen
34	Mr. Bouillon
35	Mr. M. Maas
36	Dr. Forsyth
37	Mr. H. W. Sassoon
38	Lady Severn
39	Mr. S. C. Clayton
40	Mr. A. H. Carroll
41	Mr. D. G. M. Bernard
42	Mr. Bernard
43	Mr. J. Bagrum
44	Mr. J. M. D. Remedios
45	Mr. Dyer
46	Mr. Birkett
47	Mr. H. Humphreys
48	Mr. J. M. D. Remedios
49	Mr. Birkett
50	Lady Chater
51	Hosie & Cook
52	Mr. Alvanton
53	Mr. Alvanton
54	Mr. H. W. Sassoon
55	Mr. Nemanee
56	Mr. Topside
57	Mr. Bernard
58	Waylong
59	Hosie & Cook

QUEEN'S R.G.A.

The following have been selected to represent Queen's College in the above match on Wednesday on the Indian Recreation Club ground at 2.15 p.m. sharp:—F. M. d. Arculi (captain), A. H. Madar, M. P. Madar, A. B. Minu, J. C. Fletcher, M. Shabazz, N. Ali, E. P. Cross, M. Hassan, S. A. R. Bux and O. Rumjahn.

CANTON AS A FREE PORT.

The threat by Dr. Sun Yat-sen to turn Canton into a free port unless the Customs release their revenue to him suggests a host of possibilities. Leaving political considerations and their inevitable concomitant of finance on one side for the time being, it can be appreciated that such a move would increase the trade of Canton to a very great extent and the prosperity of the city would attain to unprecedented heights. That need not affect Hongkong, because ocean-going steamers of large size cannot reach Canton, and the British Colony would retain its present status as a distributing centre. So far so good, but finance is inseparable from politics in China and there are two ways in which the idea of a free port might be defeated. One is that the foreign and Chinese merchants might put so little trust in the stability of Dr. Sun Yat-sen's administration that they would continue, as they do at present, to pay their duties at Shanghai, fearing something in the nature of a general order of confiscation in the future, or goods imported free of tax. The other is that although no tariff was levied at Canton itself, the like stations on its boundaries would discern a golden opportunity and their exactions would almost certainly make up for the remitted duties. In such an event the idea of a free port would prove illusory. The point of the whole thing is that Dr. Sun requires all the funds he can lay his hands on, and even if he disapproved the latter expedient his subordinates would probably put it into force for him. In any event the experiment that Dr. Sun is said to contemplate is fraught with special difficulties and dangers. *N.Y. Daily News*

ABRUTAL MURDER.

ALLEGATIONS AGAINST TWO WOMEN AND A MAN.

The story of how an old Chinese boatman was murdered allegedly by three of his relations—two of them women—was told at the Criminal Sessions yesterday.

The alleged murderers, one an old woman, another, little more than a girl, and the third a young man, were indicted before the Chief Justice (Sir William Rees-Davies).

The Attorney-General (Hon. Mr. J. H. Kemp) prosecuted on behalf of the Crown, and Mr. T. N. Chau was counsel for the defence.

The Attorney-General, outlining the case, said the alleged murder took place on the 21st August. Early that day four people, three of whom were known to be the defendants, and the third believed to be the dead man, were seen outside an Aberdeen boatbuilder's shop arguing between themselves regarding the price of a boat. They were boatpeople, related to each other, and belonged to Aberdeen. They went away, and later in the day went to the Aberdeen police station to make a general complaint among themselves. They were told not to quarrel, and with that, as they seemed to be appeased, they went away. That afternoon a gardener living near the shore was looking over the Aberdeen Harbour towards the island of Apilehau. He saw a man struggling in the water, and heard him cry out for help. A sampan was in the near vicinity, and the gardener took a boat and commenced to go to the man's rescue. Before he could get there he saw this other boat, which was then making off in another direction, turn round and go back to the man in the water. Instead of helping him the people in the boat were seen to strike him and push him under the water with poles and oars. When his cries had ceased they made off in another direction round the island. The gardener raised the alarm, and then police came on the scene and arrested the prisoners. The young man and the old woman were the two people seen by the gardener to use the poles and oars on the deceased, but the young girl was not seen to strike him at all. As she was at the "ulo" and was responsible for the steering of the boat, it could be safely assumed that she was a party to the murder, and there would seem no doubt but what she assisted by steering the boat.

Evidence was then called.

The gardener told the Court that when he saw the people in the sampan pushing the struggling man under water he gave chase.

His Lordship asked witness why it was that he did not first of all confine himself to saving the drowning man.

Witness replied that it was too late as he was already drowned. Had the prisoners not struck deceased with the oar and pole, and had they not returned to the scene, the probabilities were that he could have saved the man. As it was such a thing was hopeless. Witness went on to say that when he reached the sampan he was assisted by a man in another boat before the police arrived, and between them they kept prisoners in safe custody. When he asked them why they pushed deceased into the water, none replied excepting the young man, and he simply uttered the one word, "Drowned."

The case was adjourned.

The Jury were Messrs. T. Meek (foreman), R. Hunter, C. H. D'Almeida, S. L. O'Hey, Peter Wong, A. G. Marshall, and T. L. Knight.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

SHUT UP IN A VAULT.

PATHETIC LETTERS FROM A KIDNAPPED YOUTH.

Extracts from pathetic letters written by a kidnapped youth were read in a case which was heard yesterday afternoon before Mr. J. R. W. Wood. The case was one in which two men, along with others not in custody, were charged with demanding \$80,000 with menaces from Chan Yau Po, a merchant of No. 300, Des Vaux Road Central and master of the Hip Wo pawn shop, Canton, whose son had been kidnapped. He told the Court that his son had resided at the pawn shop at Canton and on the 14th September he left the shop to attend a meeting of the Masters' Union in Canton. He had not returned. Since then the father had received several letters from the son, who was in the hands of bandits, and from the bandits themselves, demanding a ransom of \$80,000 and 800 taels of opium. All these letters were addressed to the shop in Canton, and one of them asked the father to meet representatives of the bandits at the Sai Wu Restaurant, Yau-mai. The father sent a representative and he brought back another letter, which contained a request for the father to meet them at the Ming Chan tea house, Yau-mai. The distressed parent then took the matter to the Secretary for Chinese Affairs, and Inspector Appleton was placed in charge of the case. A trap was set and the two men were arrested.

The letters are interesting documents. The following is one which was read out in Court yesterday afternoon. It is from the son to the father.

"To my Father, Since I was kidnapped you have not been able to find any trace of me. This has prevented me from writing to you, and indeed I have been unable to do so. I am now kept in the den of the robbers and the members of their association have beaten me every day. My body is wounded all over. I can get no food when I am hungry and no beverage when I am thirsty. I am in a very miserable condition. Sometime ago, on the 26th, I heard them say that they would go to Hongkong to talk about accounts. I don't know if you have sent any man to Hongkong. In my opinion it is a man's duty to be rich but still money is obtained through man's work. If a man is living he need not be afraid that he will have no money. I beg that you will see to the matter at an early date, so that I may no longer endure this terrible maltreatment. If you delay too long you will only get back my dead body when you redeem me. I believe that you will care about your flesh and blood and will not grudge any amount of money. If I am saved from this prison I shall not care to complain in the future even though no share of the property you may leave to your children comes to me. I beg that you will consider my misery."

Sent by Hing Lun when in trouble."

The following passage is extracted from a letter written by the bandits to the father:

"We beg that you will think the matter over and over again. Money spent can be regained but a man killed can no longer live. Let us ask you of what use can money then be to you?"

The letter goes on to ask the father to meet the representatives of the bandits in Yau-mai.

After further evidence had been taken the case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

The case was adjourned.

MEDICAL MISSIONS.

SERMON BY THE CHAPLAIN TO THE FORCES.

The following sermon was preached at St. John's Cathedral by the Rev. R. J. Northcott, C.F., on Sunday morning. The collections at the Cathedral on Sunday were for Medical Missions:—

Text.—St. Mark XVI:7:—"Go ye into all the world and preach the Gospel to every creature." St. John VIII:12:—"I am the Light of the World he that followeth me shall not walk in darkness but shall have the Light of Life."

The trouble that troubles most of us is that there is so much trouble in the world, and so much of it seems to come our way, that we haven't got much time for anybody's troubles but our own. As somebody said to me the other day: "I don't know why we are born at all, at all. We didn't want to be, we didn't ask to be. We cry as soon as we arrive in this world and we go on crying until we learn to laugh, and then we only laugh to keep ourselves from crying. Even in the best years of Youth when life really does rise to heights of rapture and beauty it is constantly blighted by great gusts of passion which resist is clearly unnatural, and yet if a man yields he becomes useless, and beastly, and the light dies in the eyes of his soul. Moreover, in these modern days few people are able to marry when they ought to be able, and even if they marry, marriage is often hell; if on the other hand it is heaven, it is a heaven continually clouded by anxiety, by pain, by sickness, and the haunting shadow of death. Indeed consider life from whatever angle you like, what is it but a frenzied struggle after things nobody wants when once they've got them, and against odds, which however brave and strong a man may be, must eventually crumble him back to the original dust from which he sprang. As Matthew Arnold puts it:—

"O suffering world,
O known and unknown of my common flesh,
Caught in this common net of death
And life which binds to both. I see,
I feel,
The vastness of the agony of earth,
The vainness of its joys, the mockery
Of all its beat, the anguish of its worst.
Since pleasures end in pain, and youth
In age
And love in loss, and life in hateful
death,
Me too this lure hath cheated, so it
seemed
Lovely to live, and life a sunlit stream
For ever flowing in a changeless peace.
The veil is rent
Which blinded me. I am as all these
men
Who call upon their gods, and are not
heard,
Or are not heeded.
I would not let one cry
Whom I could save."

True, when we turn over the pages of the Gospel Story of Jesus Christ we are amazed by what St. Paul calls, the kindness and love of God Our Saviour toward man. One thing the Saviour could not bear was the sight of human suffering. He could not send hungry looking people away hungry "lest they faint by the wayside." And when, "at even when the sun was set," they brought unto Him the sick with divers diseases, the broken limbs, the sightless eyes, the wasting bodies, the palsied, the leprosy, the venerable, He laid His hand on every one of them and healed them. He always interested people like ourselves, self-interest enough, at the thought, and the sight, of human suffering, and when we are asked we give a dollar, perhaps two, perhaps more, that suffering may be alleviated. But when Divine Love entered a human heart, and faced human sorrows with Divine Compassion, the heart of God broke, and the blood and tears which streamed down the sides of the Eternal Cross have gone to soothe for ever the sorrows of the whole wide world. But have they? Have they really? Isn't it all just talk? Does it honestly make any difference to your trouble and to mine that the Son of God was revealed to us as One whose experience of life was an experience of almost continual suffering and disappointment? "What face has man more than any man's?" Does it really make any difference? That is the point. On our answer to that question depends the value of our Faith.

As we said a moment ago most people are moved by the sight of human suffering. Few people like to be thought so mean that they will not give something for a charity. "For little children is it?" Or for hospitals? Or for these dear strange people amongst whom we live: the coolies with their scarred shoulders, the women (mothers very often) and baby boys and girls, staggering up the hills with their eternal loads. Or your charity? Yes, yes, a dollar, perhaps two, perhaps more, that suffering may be less, that the load of human sorrow may be lightened.

But when we say Medical Missions? Medical! Yes, of course, we must have doctors. But how do you mean Missions? Evangelistic work? What's that? Telling people about Jesus, trying to make them Christians? "Well, you know, I don't know. Why not let people remain as they are Mohammedans, Confucians, Buddhists, they're all after the same thing in their own way. Besides, as for converting the heathen, isn't it true that when you make a heathen a Christian you often make him ten times more of a heathen than over he was before he was a Christian?" May God forgive all of us

the rubbish he has talked about Missions because we all talked it for the same reason—we didn't know what we were talking about. It may sound like shirk-

ing the argument but it is perfectly true to say you cannot argue about Missions. You can only ask people one question, "Do you believe in Jesus Christ?" And you always get the same, rather indignant, answer. "Yes, of course, I believe in Jesus Christ. I believe in just that same beautiful, pathetic, suffering personality, we've been talking about." Yes, but do we realise that a beautiful, pathetic, suffering personality who died on Good Friday, and was buried the same day, is not going to be much use to us two thousand years afterwards. The question we have got to face is this: "Do we believe not in a dead Christ but in a living, risen, glorious, and Ascended Christ, who is nearer our hearts to-day than ever He was when He shed human tears over the shattered beauty of Jerusalem."

Have we thought this out, and fought it out, in our own minds? Are we now convinced that there is that power in Christ Jesus which can and will, not all at once but gradually, fashion out of our old lives a new creature. Do we believe that the knowledge of God in Christ Jesus does really bring Light to bear on the unutterable darkness of this world.

A light, dim perhaps sometimes, but always enough to see our way even in the darkest times. A light leading us on to the solution of life's problems in the mystery of God's Love. God's Love shining from Eternity, piercing, transcending time, and all temporal things? Can we at least understand St. Paul when he says "Who shall separate us from the Love of God shall tribulation, or distress, or persecution, or famine, or nakedness, or peril, or sword. Nay, in all these things we are more than conquerors through Him that Loved us. For I am persuaded that neither death, nor life, nor angels, nor principalities, nor powers, nor things present, nor things to come, nor height, nor depth, nor any other creature shall be able to separate us from the Love of God which is in Christ Jesus our Lord."

That is why we cannot argue about Missions. It is just a question do we believe, or do we not believe. If we believe it is just one clear call. "Go ye into all the world and preach the Gospel to every creature." Why? Because Jesus is what we said He was, "The Light of the World," and "he that followeth Me shall not walk in darkness—not in the abyssal darkness that can be—but shall have the light of life."

On these grounds I appeal for Medical Missions. Whether you believe or not I appeal for suffering humanity. If you do believe I appeal because you know that a man is happier dying in the knowledge and love of Christ, than he is living without that knowledge and without that love. I am particularly to bring to your notice this morning two institutions. One is a Mission Hospital at Pakhoi, which is also a leper hospital where for the past two years one lady has carried on absolutely unaided, without even a doctor, doing the very work Christ told his disciples to do, "cleansing the lepers and preaching the Gospel to the poor." The other is the Alice Memorial and Affiliated Hospitals in Hongkong, which, under the direction of the London Missionary Society, include the Netherlands Hospital for women and children, and the Ho Miu Ling Hospital for men. Last Thursday I had the privilege of visiting these latter hospitals. It would, I am afraid, sound very second-hand if I attempted to tell you of the spirit of Christian love which pervades the whole place, and the works of mercy and skill that are going on there every day. So close to us and yet so few of us knowing anything about it. One thing the Matron told me I should like to repeat to you, she said, "Our aim is that no patient should leave our hospitals until they have heard something about the Gospel." I said, "Are they interested?" "Yes," she said, "they are all interested, you see they have never heard it before. I could not help thinking that is just our difficulty. We have heard it before. Indeed we have heard it so often that familiarity with it has almost bred contempt. It has been with us all our lives and we have never bothered to practise it. Like an old piano it has lain in a dusty corner of our minds, and we have almost forgotten that it might bring into our hearts, and into our homes, the music of our Eternal Home. Surely it is time we considered again what Christianity ought to mean in our own lives, and what it might mean to the lives of other peoples in the world."

THE POLICE HAVE ARRESTED AT NO. 2, PARK STREET, SEVEN MEN WHO ARE SUSPECTED OF COMPLICITY IN A NUMBER OF MURDERS AND ROBBERIES WHICH HAVE OCCURRED DURING THE LAST SIX MONTHS, WHICH HAVE HITHERTO

been the police. Amongst the crimes of which they are suspected is that of the murder of the Chinese constable, who was foully done to death whilst on duty near Observatory Road, Kowloon. His body was discovered in some bushes covered with stink wounds. They are also suspected of having been concerned in the murder of Detective Cheung Ching who was fatally shot outside Ullman's, the jeweller's, in Queen's Road Central some time ago. They are also alleged to have been concerned in an attempted murder of a man named Kwan Wo, who was at one time a police informer, as well as in several armed robberies at Shamkwan and West Point.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

THE POLICE HAVE ARRESTED AT NO. 2, PARK STREET, SEVEN MEN WHO ARE SUSPECTED OF COMPLICITY IN A NUMBER OF MURDERS AND ROBBERIES WHICH HAVE OCCURRED DURING THE LAST SIX MONTHS, WHICH HAVE HITHERTO

been the police. Amongst the crimes of which they are suspected is that of the murder of the Chinese constable, who was foully done to death whilst on duty near Observatory Road, Kowloon. His body was discovered in some bushes covered with stink wounds. They are also suspected of having been concerned in the murder of Detective Cheung Ching who was fatally shot outside Ullman's, the jeweller's, in Queen's Road Central some time ago. They are also alleged to have been concerned in an attempted murder of a man named Kwan Wo, who was at one time a police informer, as well as in several armed robberies at Shamkwan and West Point.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

the rubbish he has talked about Missions because we all talked it for the same reason—we didn't know what we were talking about. It may sound like shirk-

ing the argument but it is perfectly true to say you cannot argue about Missions. You can only ask people one question, "Do you believe in Jesus Christ?" And you always get the same, rather indignant, answer. "Yes, of course, I believe in Jesus Christ. I believe in just that same beautiful, pathetic, suffering personality, we've been talking about." Yes, but do we realise that a beautiful, pathetic, suffering personality who died on Good Friday, and was buried the same day, is not going to be much use to us two thousand years afterwards. The question we have got to face is this: "Do we believe not in a dead Christ but in a living, risen, glorious, and Ascended Christ, who is nearer our hearts to-day than ever He was when He shed human tears over the shattered beauty of Jerusalem."

Have we thought this out, and fought it out, in our own minds? Are we now convinced that there is that power in Christ Jesus which can and will, not all at once but gradually, fashion out of our old lives a new creature. Do we believe that the knowledge of God in Christ Jesus does really bring Light to bear on the unutterable darkness of this world.

A light, dim perhaps sometimes, but always enough to see our way even in the darkest times. A light leading us on to the solution of life's problems in the mystery of God's Love. God's Love shining from Eternity, piercing, transcending time, and all temporal things? Can we at least understand St. Paul when he says "Who shall separate us from the Love of God shall tribulation, or distress, or persecution, or famine, or nakedness, or peril, or sword. Nay, in all these things we are more than conquerors through Him that Loved us. For I am persuaded that neither death, nor life, nor angels, nor principalities, nor powers, nor things present, nor things to come, nor height, nor depth, nor any other creature shall be able to separate us from the Love of God which is in Christ Jesus our Lord."

That is why we cannot argue about Missions. It is just a question do we believe, or do we not believe. If we believe it is just one clear call. "Go ye into all the world and preach the Gospel to every creature." Why? Because Jesus is what we said He was, "The Light of the World," and "he that followeth Me shall not walk in darkness—not in the abyssal darkness that can be—but shall have the light of life."

On these grounds I appeal for Medical Missions. Whether you believe or not I appeal for suffering humanity. If you do believe I appeal because you know that a man is happier dying in the knowledge and love of Christ, than he is living without that knowledge and without that love. I am particularly to bring to your notice this morning two institutions. One is a Mission Hospital at Pakhoi, which is also a leper hospital where for the past two years one lady has carried on absolutely unaided, without even a doctor, doing the very work Christ told his disciples to do, "cleansing the lepers and preaching the Gospel to the poor." The other is the Alice Memorial and Affiliated Hospitals in Hongkong, which, under the direction of the London Missionary Society, include the Netherlands Hospital for women and children, and the Ho Miu Ling Hospital for men. Last Thursday I had the privilege of visiting these latter hospitals. It would, I am afraid, sound very second-hand if I attempted to tell you of the spirit of Christian love which pervades the whole place, and the works of mercy and skill that are going on there every day. So close to us and yet so few of us knowing anything about it. One thing the Matron told me I should like to repeat to you, she said, "Our aim is that no patient should leave our hospitals until they have heard something about the Gospel." I said, "Are they interested?" "Yes," she said, "they are all interested, you see they have never heard it before. I could not help thinking that is just our difficulty. We have heard it before. Indeed we have heard it so often that familiarity with it has almost bred contempt. It has been with us all our lives and we have never bothered to practise it. Like an old piano it has lain in a dusty corner of our minds, and we have almost forgotten that it might bring into our hearts, and into our homes, the music of our Eternal Home. Surely it is time we considered again what Christianity ought to mean in our own lives, and what it might mean to the lives of other peoples in the world."

THE POLICE HAVE ARRESTED AT NO. 2, PARK STREET, SEVEN MEN WHO ARE SUSPECTED OF COMPLICITY IN A NUMBER OF MURDERS AND ROBBERIES WHICH HAVE OCCURRED DURING THE LAST SIX MONTHS, WHICH HAVE HITHERTO

been the police. Amongst the crimes of which they are suspected is that of the murder of the Chinese constable, who was foully done to death whilst on duty near Observatory Road, Kowloon. His body was discovered in some bushes covered with stink wounds. They are also suspected of having been concerned in the murder of Detective Cheung Ching who was fatally shot outside Ullman's, the jeweller's, in Queen's Road Central some time ago. They are also alleged to have been concerned in an attempted murder of a man named Kwan Wo, who was at one time a police informer, as well as in several armed robberies at Shamkwan and West Point.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

The arrested men are to be put on identification parade as soon as the necessary witnesses can be collected.

NEW CRICKET GEAR

BATTING AND WICKET KEEPING GLOVES OF ALL DESCRIPTIONS HAVE ARRIVED.

ALSO DUKE'S CRICKET BALLS AND BUCKSRIN AND CANTAS LEG GUARDS

"FORGE" XXXX & "AUTOGRAPH" BATS ARE DUE HERE ON THE 24th INST. PER SS "GLENAMOY"

ALSO A FEW "IMPERIAL DRIVERS"

CRICKET BAGS \$18.50, 20.00, 30.00.

LANE, CRAWFORD, LTD.

To arrive by S.S. "GLENAMOY" (about the 24th inst.)

CHEESES Gorgonzola, Roguefort, Swiss Gruyere, Camemberts & English Cheddar.

CABLES.

LATEST CABLES.
[THROUGH ROUTE'S AGENCY.]
RHENISH REPUBLIC
SEPARATIST MOVEMENT
SPREADING.

PARIS, October 21st.
According to a telegram from a French source in Mayence the Rhineland Republican movement is spreading. The Separatists yesterday afternoon took possession of the town of Grossgerau, where the police joined the Separatists. A Republic was also proclaimed at Russelsheim and Starkenburg. The police at the latter place were disarmed.

FIGHTING AT MAYENCE.

MAYENCE, October 21st.
The Separatists entered the town, but were fired on and withdrew to the outskirts. Two Separatists were wounded. FRANCE MUST NOT INTERVENE.

PARIS, October 21st.
The newspapers emphasize the necessity for France not intervening in the Rhineland Separatist developments, though they declare that Berlin will not be allowed to make reprisals. The *Echo de Paris* declared that the British zone must be closely watched, on account of the existence at Cologne of a centre for anti-France propaganda.

EARLIER CABLES.
FRENCH ATTITUDE OF
"INDIFFERENCE"

BERLIN, October 21st.
The proclamation of a Rhenish Republic at Aix-la-Chapelle has not been taken very tragically in official quarters here, where it is regarded as a purely local outbreak, not likely to spread to other parts of the occupied territory. It is reported that the armed Separatists carrying out the coup numbered some two thousand.

A Paris message states that the French official attitude towards the coup is one of cautious reserve, as it is not yet clear whether the merchant Decker, who is head of the movement at Aix-la-Chapelle, is acting in accord with the principal Separatist leaders. The opinion here is that if unity of view prevails among the Separatist leaders the movement may well spread all over the Rhineland, in its present state of high tension. It is officially declared that the French will not intervene unless required to protect the lives and property of Allied nationals or nationals working for the Allies.

A Brussels message states that the Government has instructed the Belgian military authorities to observe the strictest neutrality regarding the Separatist coup, interfering only in case of disorder and for protection of life.

LATEST CABLES.
THE INTERNATIONAL
SITUATION.

REVIEWED BY TROTSKY.

Moscow, October 21st.
Trotsky, in a vigorous speech reviewing international affairs, said he was of the opinion that the general situation in Germany was favourable to a victory for the workers, who did not require active help.

Analysing the probable attitude of the Powers, he declared that Great Britain was powerful only overseas and France was unable to occupy the whole of Germany, though the Bourgeoisie were capable of acts of madness.

Poland had the choice of being a Russo-German barrier or the bridge to Russia's reconstruction. Russia needed peace, but if war should be forced upon her, she feels confident of victory.

EARLIER CABLES.
TRAFALGAR DAY.

THE PILGRIMAGE TO NELSON'S COLUMN.
LONDON, October 21st.
The traditional pilgrimage to Nelson's Column marked Trafalgar Day, large numbers of people, including parties of Boy Scouts and Girl Guides, inspecting the many floral tributes from all over the world.

FAR EASTERN CABLE NEWS.

[BY COURTESY OF "THE DAILY BULLETIN"]

NEW DOLLAR.

PEKING, October 21st.
The Ministry of Finance has been instructed to bring out a new dollar following President Tso K'un's appointment.

WIRELESS SCHEMES IN CHINA.

JAPAN NEGOTIATING WITH POWERS INTERESTED.

TOKYO, October 21st.
Japan is informally negotiating with the Powers interested with a view to reaching an agreement on the wireless schemes in China, but particularly a settlement of the differences arising from the Mitsui Company's and Federal Company's controversy.

FENG YU HSIAANG'S TROOPS.

PEKING, October 21st.
A few months ago, when the Presidency became vacant, the Cabinet ordered that \$100,000 of the Peking octroi revenue formerly allocated for the upkeep of the Presidential mansion be devoted to the maintenance of General Feng Yu-hsiang's troops.

The Cabinet has now informed General Feng Yu-hsiang that this monthly revenue must revert to its original purpose, but arrangements will be made for him to receive a similar sum from the surplus salt revenues, to which General Feng Yu-hsiang has agreed.

YOOCHOW COMMAND.

PEKING, October 21st.
It is unofficially reported that Wu Pei-fu has invited General Ma Chi to Loyang with a view to the latter's appointment as Commandant of Yochow and the Hunan-Hupeh border, and has asked the Government's sanction accordingly. General Ma Chi has been in retirement at Shanghai since holding the Divisional Command in Kuangsi.

SITUATION IN SHANTUNG.

PEKING, October 21st.
Hsiung Ping-chi, Civil Governor of Shantung, has been instructed to proceed to Peking and report on the situation since the retirement of Tien Chung-yu.

UNREST IN GERMANY.

DIFFERENCES BETWEEN THE
REICH AND BAVARIA.

LONDON, October 21st.
Despite their grave differences both the Reich and the Bavarian Government claim that they are actuated by the same desire, namely the strengthening of Germany, but simultaneously accuse the other side of disruptive influences. A Munich message says Von Kahr in a statement to Pressmen insisted that Bavaria had rejected all idea of secession, and its action was purely directed against the policy of the Reich. The Government was not against the Reich. He declared that its attitude was dictated by opposition to internationalism and Marxism.

An Imperial Government manifesto in Berlin, however, describes the latter claim as wilful misrepresentation, and says the Bavarian appointment of Von Lossow, an open breach of the constitution of the Empire. Generalissimo Von Seeckt, in an order to the Reichswehr, warns the Seventh Bavarian Division to remain loyal to the oath to the Reich and unconditionally obey their highest military commander.

CZECHO-SLOVAKIAN VISITOR.

LONDON, October 21st.
Masaryk, the President of Czecho-Slovakia, after a State visit to Paris, arrived in London and was welcomed at the station by large crowds, including Lord Althorpe, representing His Majesty, Lord Derby, and other Ministers.

ALLEGED CONSPIRACY TO ROB.

ACCOUNTANT AND COOK
CHARGED.

As the result of a conversation overheard by an inmate of a first floor tenement in Yee Chow Street, Hung Hom, between the accountant of a grocer's shop and a cook which took place half an hour before a robbery at the grocer's shop, the two men—the accountant and the cook—were charged before Mr. J. R. Wood, yesterday morning, with conspiracy in connection with the robbery. According to Detective Inspector T. Murphy, the second defendant—the cook—was engaged by the first defendant just one week before the robbery took place.

The master of the shop was carrying on another business—that of a medicine dealer—in the same establishment, and he left the management of the grocery side of the business to the first defendant, who had been with the firm for about 22 years. It was alleged that on the night of the robbery, shortly after midnight, four robbers entered by the back door. This door was said by the *fakie* to have never been used, its use being prevented by a large pile of firewood stacked inside the door, and a water butt also stood there. Later examination showed that the robbers could only have gained entrance by the removal of these things, and this could only have been done by somebody inside. According to the accountant he was bound and gagged and placed on the counter. The robbers took his keys, ransacked the place and got away with \$800. Whilst the robbery was taking place four men in the shop—*fakies*—slept through the proceedings. When the master arrived on the scene a few minutes after the robbery the accountant let him in and he was at that time neither bound nor gagged. It was also alleged that he made a request to the master that the matter should not be reported to the police. At the request of the police the case was remanded for one week.

JUMPED OVERBOARD.

FAMILY WORRY INCITES JAPANESE TO JUMP FROM SHIP.

A Japanese fisherman, living for the past few years at Singapore, attempted to commit suicide by jumping from the *s.s. Katsuri Maru* while on the voyage to Hongkong from Singapore. It is stated that the man had heard no news of his family since the earthquake, and it is thought the worry may have preyed on his mind. The ship was quickly stopped, and life belts were flung overboard. The would-be suicide charged his mind, quickly grabbed a lifebelt, and was picked up by one of the ship's boats.

PATRIOTISM AND THE
DICTIONARY.

ITALIAN TAX ON FOREIGN
WORDS.

The Italian Government has placed a tax on all foreign words used as advertisement. This has been done in a patriotic spirit to make Italians understand that their own beautiful language is all-sufficient and needs no outside help. But the air is full of protests, for there are many trades and professions where foreign words are almost a necessity, and for certain modern words there is no Italian equivalent. "I yield in patriotism to no one," said a hairdresser, "and I am willing to give up salon de coiffeur, but if I don't put up at least one coiffeur outside my shop, what foreigner will come to me to be shaved?" And word that will be taboo under the new regulation is "bar." "That's all very well," said a harassed barkeeper, "then find me another word that will express the same thing. A bar is a place where people drink without sitting down. If I put up 'cafe' they'll all expect little tables!"

Then there are the trade signs which have been engraved on marble or painted on walls, or even crusted into the tiles of the floor. Are people expected to pull their shops to pieces to get rid of the obnoxious words? One man strenuously defends the word *che* on the ground that it is not foreign but international, and therefore partly Italian. He says he can bring "irrefutable proofs" of his contention. A motor owner at Milan has offered to give up the word *garage* if the municipality will find him an Italian word that means exactly the same. *Attimesu* means a lively stable and obviously prefers to horses, so that won't do. So far the municipality has not given him an answer. Hotel-keepers are indignant because they say that the word *hotel* is understood to mean a first-class house, while *albergo*, like the French *auberge*, implies a lower standard. The words coupon and cheque will disappear from banks to be replaced by *cedole* and *assegno*. "Tea-room" will vanish, and one can only trust *salotto* instead at five o'clock, "will guide" the British to a "Sala da The." Confectioners say they must be allowed to retain the expressions *marrons glacés* and *fondants*. Who would want them if they were called *marrons glaciciati* and *fondenti*?

EVOLUTION OF MAN.

ADDRESS IN PEKING BY
PROFESSOR OSBORN.

MONGOLIA'S PREHISTORIC STORY.

Speaking before one of the largest meetings in its history, Dr. Henry Fairfield Osborn recently told the Wen Yu Hui at Peking, "Why Mongolia May Be the Home of Primitive Man." Following is the main portion of his most interesting discourse:

This age of man is preceded by the age of mammals, the beginning of which is conservatively estimated at 3,500,000 years ago. If then we find, at the close of the age of mammals, evidence of the existence of man of considerable intelligence such as the Foxhall man near Norwich, England, we realize that man must have had a long antecedent history of development. Sometime ago, I ventured to prophesy before the National Academy of Sciences in Washington, that one of the greatest surprises in store for us would be the finding of man way back in the age of mammals—that a bipedal, up-standing, tool-using, intelligent being existed upon the earth in that far-distant time.

Half a million years ago man had already reached the state of development in which the use of flint was widely practiced. But before the age of flint there must have been an age of wood, when man made his tools of wood as the more easily shaped material. In parts of Polynesia, where the rocks are volcanic, and flints are not found, man to-day makes his weapons and utensils of wood, and we may confidently assert, that a relatively large-brained man making his tools and weapons of wood, existed in the middle period of the age of mammals.

THE ARBOREAL THEORY DISCOUNTED.

The study of man, his anatomy, his psychology, his bodily proportions, has led to a shifting of opinion regarding the habitat of primitive man. Byman is out of date—man never came out of the trees but has been a ground dweller for over a million years. The arboreal theory of man's origin has been given up—his ancestors, if tree-living, left them in the middle period of the age of mammals, one million, five hundred thousand years ago. Anatomically he may in many respects be compared with the higher apes—the chimpanzees, gorillas, gibbons and orang-outangs. But at least one important difference may be pointed out—man has no arboreal adaptations in his limbs. Neither his foot or his hand are adapted for dwelling in the trees, nor are his limbs of the proper proportions for such an habitat. The tree-living apes on the contrary have long arms and short legs, a fact at once apparent when you see a gorilla or a chimpanzee or gibbon walking on the ground. In man, on the other hand, the legs have lengthened and the arms become proportionately shorter—a change which presupposes a long antecedent period of terrestrial life. Divergent evolution thus produced the two great groups of primates—the anthropoid ape group on the one hand, by the relative lengthening of the forelimbs and the development of hands and feet adapted to such an existence, and the man group on the other, by adaptation to a terrestrial life with all the modifications such adaptation would imply.

Let us briefly review the history of man as it is now known to us.

Our own Nordic race dates back some 15,000 years, appearing in Scandinavia when the front of the ice sheet retreated from the southern shores of that country. Probably our race inhabited Denmark, Belgium, and Northern France at this time, namely, the beginning of the Neolithic or New Stone Age. That man followed the retreating ice-front northward, is shown by the implements he left behind.

Preceding our own race by ten to twenty thousand years was that of the art-loving Cro-Magnons, the post-glacial inhabitants of all Western Europe. The intelligence, the artistic and spiritual qualities of the Cro-Magnon race is most surprising. With a body like our own, and a brain as large as, or larger than ours, Superior individuals of this race would have been capable of becoming senior wranglers at any of our modern universities. We may well ask, what was the long antecedent history of this man, the development of such a body and such a mind? The Cro-Magnons came to Europe from Asia—appearing first as a wave of immigration, rising tide that spread westward from his ancestral home on the Asiatic continent.

THE CAVE MEN.

Forty thousand years ago, western Europe was inhabited by the Neanderthal race. A race of low-browed men with many characters of the head and jaws suggestive of the anthropoid apes. They lived in caves, because at that time the climate was rigorous, the ice sheet still covered large portions of the continent. The period of cave-life in human history was, however, a relatively short one, man lived in caves only during and after the period of maximum glaciation. Before and after cave-time, man lived mainly in the open, along the river valleys, or river-drift, or on the uplands or plateaus. Such a mode of life is conducive to the development of the finest physical and moral qualities of the race, for in the open in inter-tribal competition, in resistance to and conquest of a host of natural environment, and in the opportunity for free migration—lies the stimulus that carries man up the ladder of advancement. Life in the open preceded by 400,000 years the period of life in the caves, and when a race which has developed open, broad and varied environment is temporarily forced by the exigencies of the climate to seek shelter in the caves, its latent energy turns to new endeavours, its evolution follows a new direction. Such men are benefited spiritually and intellectually by a life in caves, for such

a life of relative isolation turns them to reflection and to contemplation. Thus the period of cold and rigorous climate in Asia and Europe was one of vast importance in the spiritual and mental development of the race, just as the period of life in the open was one conducive to its physical and moral development.

It is an interesting and significant fact, that while the remains of cave-dwelling races are relatively numerous—because of the custom of burial developed among them—those of the antecedent river-drift and plateau men are scarce. Within the last hundred years only four discoveries of early man have been made in the river-drift deposits, and these belong to four distinct periods. The geologically youngest of these is the Heidelberg man, discovered in the drift of the Neckar valley in Germany, estimated at 400,000 years ago. Next older is the Pittdown man found in the river drift of Sussex, England. Then back of this is the Trinil man, the *Pithecanthropus* so aptly named by Dubois, its discoverer, because of its long strong femur, which implies an erect, up-standing stature. This was found in the river gravel in the island of Java. But the oldest of these fossil men are the flints and fireplaces of the Foxhall man in Eastern England.

THE TRINIL MAN OF JAVA.

Let me lighten my rather technical discourse by referring to some interesting incidents in connection with the Trinil man of Java. Its discoverer, the Dutch army surgeon Dubois, published a brief note concerning it, and then for thirty years the scientific world was left waiting for a more complete account of the nature of this remarkable man. No one was allowed to see the remains and to no one would Dubois give any further account of it. At last I felt this could go on no longer, and so I set on foot a strategic movement to induce Dubois to make his discovery available. A year ago, meeting a famous Dutch astronomer, I placed this question before him. "Suppose," I said, "you had discovered a new star, or a new constellation, and had the power to hide it from all human eyes by drawing a curtain over it, suppose you used that power after publishing a brief announcement of the discovery, and then kept it from the scientific world for thirty years—What would your colleagues say to you?" "They would rule me out of the company of scientific workers," he replied, "they would expel me from every scientific Academy." "Well," I responded, "one of your countrymen has actually acted in this way." "You mean Dubois?" "Yes," I replied. "Dubois has hidden his wonderful discovery of *Pithecanthropus* from the scientific world for thirty years." Next I approached the Dutch Ambassador at Washington, reminding him of the friendship between America and Holland, of the early home of the Dutch found in America and of the many illustrious Americans descended from the early Dutch settlers—and then I asked him to "help me to get to work." "I was able to get to work," he replied, "I was able to get to work on the one hand and from the political on the other, with the result that before I sailed for China, I received a cordial invitation by cable from Dr. Dubois to visit him and personally examine the remains of the ancient Trinil man. More than that—the Dutch Academy of Science awoke to the responsibility of Dutch Science in this matter and a memorable debate ensued, as a result of which I have been informed that the manuscript and illustrations prepared by Dubois are now in course of publication. Thus at last we shall become better acquainted with the nature and characteristics of this very ancient and extremely primitive relative of man.

THE HOME OF PRIMITIVE MAN.

Since early man lived in England, in Germany, in Java, in widely distant regions of the Eur-Asian continent he was indeed a great traveller. Each of the three river drift finds represents a distinct race, and therefore argues a long antecedent history, I believe, in the monophyletic origin of the human race, for no satisfactory proof of polyphyletism has ever been discovered. Thus the three fossil races, the Trinil, the Pittdown and the Heidelberg, race must themselves be distant descendants of an earlier ancestral race. Where did this live and have its origin? And this brings us to the question involved in the title of this address as announced. Why Mongolia may be the Home of Primitive Man. We observe that early man was not a forest living animal, for in forested lands evolution of man is exceedingly slow, in fact there is retrogression as plentifully evidenced in forest living races of to-day. Those South American Indians which lived in the forests were backward in development as compared with those living in the open. Of the latter, those living in uplands were more advanced than those living in the river drifts.

Mongolia was probably not a densely forested country—this is indicated by the animal remains found there in the earlier deposits. An alert race cannot develop in a forest—a forested country can never be a centre of radiation for man. Nor can the higher type of man develop in a lowland river bottom country with plentiful food and luxuriant vegetation. It is upon the plateaus and relatively level uplands that life is most exacting and response to stimulus most beneficial. Mongolia always has been an upland country through the Ages of Mammals and before. It was probably a country only in part forested, mainly open, with exhilarating climate and with conditions sufficiently difficult to require healthy exertion in obtaining food supply. Where food supply is abundant and easy to obtain stagnation and retrogression set in. The negroes of the West Indies and Central America to-day can by working only a day or two obtain sufficient food supply for the entire week. This has made of them a "shiftless, lazy, degenerate race," whereas under the old conditions in Africa they were an active and developing race. In the up-

lands of Mongolia conditions of life were apparently ideal for the development of early man—and since all the evidence points to Asia as the place of origin of man and Mongolia and Thibet the top of the world is the most favourable geographic centre in Asia for such an event, we may have hopes of finding the remote ancestors of man in this section of the country. However, this Mongolian idea must only be treated as an opinion, it is not yet a theory, but the opinion is sufficiently sound to warrant further extended investigation.

THE FUTURE OF MAN.

And now I must turn in the remaining few minutes of my time, to another and much more pressing phase of my subject—namely, the future of man. Several recent writers on the subject of future development of man, among them, Bury, Lange, Conkling, and others, have taken a decidedly pessimistic view. They are no doubt under the influence of the shock of the great world war which they regarded, and in a measure rightly so, as a calamity of the first magnitude in contrast to the optimism of the Victorian period. It is perfectly true that European nations have suffered terribly and that the effects of the struggle have been chiefly deteriorative to the race. France, where the Napoleonic wars had already cut off three inches from the stature of the average man, lost 1,400,000 of its best men. England too has deteriorated racially and so has Germany. Of the original Teutonic stock, the men of the time of Goethe and Schiller, only one-tenth remains, nine-tenths of the population of Germany is of Slav or Alpine stock. In eastern America too, the original New England stock is dying out; the foreign element is in ascendancy. And in the opinion of Dr. Turg, China is not much better off—the deterioration of the Chinese race being, however, due not to war but to the absence of a great factor for betterment which lies in sexual selection.

Racial deterioration appears to prevail throughout the world, and wonder must become pessimistic. And yet, I am an optimist. But I am convinced that we must change our entire point of view. The doctrine of individualism, so rampant everywhere to-day is the greatest enemy of racial progress. Our motto to-day is be careful of the individual and never mind the race. We must come back to the viewpoint so well expressed by Tennyson when apostrophizing the records of nature's mode of work made by the wealth of fossil remains in the rocks:

"So careful of the type who seems,
So careless of the single life."

Care for the race, even if the individual must suffer, this must be the keynote of the future. This was the guiding principle which underlay all our discussions, then a year or more ago we convened the second International Congress of Eugenics, and the countries of Europe were represented, but I regret to say China had no representative. Not quantity but quality must be the aim in the development of each nation; to make men fit to maintain their places in the struggle for existence. Above all we must be concerned with racial values. Every race must seek out and develop its own racial characteristics. Racial consciousness is not pride of race, but proper respect for the best qualities and characteristics which each race possesses. Purity of race is to-day found in only one nation—that is the Scandinavian nation. But Scandinavia has been seriously bled by emigration—too many have left the home land for America, so that to-day the feeble-minded and dependent class, the men of low intellect are relatively too numerous. This class is taken care of by the community, and thus a heavy tax is placed on the intelligent who must support the weak-minded. As one eminent Scandinavian said to me, "It is better for a poor man to be born feeble-minded than for an intelligent man to be taxed so much that he cannot afford to be intelligent." Realizing these conditions, the Scandinavian people have set on foot a movement to keep the best men at home, and such a movement has also been begun in the United States. This new racial consciousness is a hopeful sign—and with it reform in our eyes we need not despair. When it becomes more widespread, the course of human evolution will again take an upward trend and the future progress of the human race will be secure.

A REAL LIFE DRAMA.

WHY ATTEMPTED HOLD-UP
FAILED.

The Kentish village of Farningham was the scene on August 24th of the cinema drama in real life.

A well dressed man walked into Farningham Post Office, where Mr. Thomas, the postmaster and his wife were at work behind the counter. The man held out a revolver and said, "Hands up!" "I want all the money you have got in the office," they were not afraid of him, though they respected the weapon, so they began to argue the point with him.

Meanwhile, unknown to either the postmaster or his strange visitor, a telephone line man, who was working on a pole heard the conversation. He spoke to the nearest exchange on his portable telephone, and the police were informed. A police sergeant lives four doors from the post-office and he was advised by telephone.

Going out, he found a constable at the corner of the road, and together the two walked into the post office. All this had happened in the space of a minute. "We were still arguing the point," said Mr. Thomas, "when the police officers came, I was not afraid of him, though they respected the weapon, so they began to argue the point with him."

It was all done so unexpectedly that there was no struggle. The only excitement was when the line man came down from the roof and examined the revolver taken from the man. It was a .38 Smith & Wesson, but nobody was killed. The man who was carrying the money was a clerk named Thomas, who had been very nervous all the time.

NAPIER JOHNSTONE'S

'N. J. CLUB' SCOTCH

The "Peg"
pre-eminent
since
1745



OBTAINABLE FROM
LANE, CRAWFORD, LTD.
AND ALL WINE MERCHANTS

This pure old Whisky has had, since 1745, a great reputation amongst connoisseurs for its mellow flavor, and still maintains a world-wide identical quality.

Hotels JAPAN AND MANCHURIA

Members of Japan Hotel Association.
c/o TRAVEL BUREAU, DEPT. OF RAILWAYS, TOKYO.

Average Rates for Single Rooms (without Bath) including meals
Y. 10-13 in cities and some popular resorts.
Y. 8-10 in country districts.

IN JAPAN PROPER

Chunonji (Nikko) — Lakeside Hotel Kamakura — Kashin Hotel Kawaguchi — Mikasa Hotel Munpo Hotel Kobe — Oriental Hotel Tor Hotel	Kyoto — Kyoto Hotel Miyako Hotel Matsubara — Park Hotel Miyajima — Miyajima Hotel Miyajima Hotel Fujiya Hotel Nagasaki — Japan Hotel	Nagoya — Nagoya Hotel Nara — Nara Hotel Nikko — Kanaya Hotel Nikko Hotel Osaka — Osaka Hotel Shimonoseki — San-ya Hotel	Shiratsuka — Daitokuwan Hotel Tokyo — Imperial Hotel Onoda Hotel Tokyo Station Hotel Trukiji Station Hotel Yokohama — Grand Hotel
---	--	---	---

IN TAIWAN (FORMOSA)

Taipei — Taiwan Railway Hotel

IN CHOSON

Fusan — Fusan Station Hotel Keijo (Seoul) — Chosen Hotel Shingishu — Shingishu Station Hotel

IN MANCHURIA

Changchun — Yamato Hotel Dairen — Yamato Hotel Hoehingaua — Yamato Hotel	Hoten (Mukden) — Yamato Hotel Ryojun (Port Arthur) — Yamato Hotel
---	--

WAYGOOD-OTIS LIFTS

For particulars and quotations apply to

The Sole Agents—**DODWELL & CO., LTD**

MACHINERY DEPARTMENT.

TELEPHONE C. 1030.

COLGATE'S

Cleans teeth
the
right way

COLGATE'S
RIBBON DENTAL CREAM



Agents:—**HONGKONG TRADING CO., LTD.**

CHILD RESTORED TO LIFE REMARKABLE HOSPITAL CASE.

A remarkable story of how a child died during an operation and life was restored for some time, was told to Mr. Inglesby Oddie, the Westminster coroner, on September 18th, at an inquest on Violet, Winifred Leonard, the 14-year-old daughter of a sheet-metal worker, living in Lynton road, Brompton.

Evidence was given to the effect that the child had suffered from ear disease since 1921, and had undergone several operations at the Evelina Hospital. On August 9th she was admitted to St. George's Hospital, and two days later a preliminary operation was successfully performed. On September 14th a second operation was necessary to join a sound nerve to a pulsed one, and during this her breathing and heart beats stopped. Massage and other remedies were applied, and the heart began to beat again, and continued to do so for an hour and a quarter, when the girl again began to breathe. At this time she had been taken back to the ward, but respiration ceased in a quarter of an hour.

Dr. Braxton Hicks, pathologist at Westminster Hospital, said death was due to syncope occurring during an operation to a patient who was suffering from the status lymphaticus. The operation was a necessary one, and was being properly performed, and the anesthetic was suitable. It was a remarkable case in many ways. The patient had been dead for some time, but her heart was set going again, both respiration and heart beats being kept going.

The coroner, in recording a verdict of death by misadventure, said the operation was a very difficult and dangerous one, to join a sound nerve to a faulty one in the hope of restoring the nerve supply to wasted muscles, and to bring about restoration of the muscles of the face. Her heart stopped, the patient being, in fact, dead, but a miracle was performed. The neck was opened, and the heart was massaged by the hand, and the dead patient came to life again. The heart began to beat, first in a flutter, and then steadily for a long time, and respiration was re-established, so that the patient recovered, and for a time was carrying on her existence by herself. That was to say, she was breathing naturally, and her heart was beating regularly, clearly a case of bringing back to life a patient who was, in fact, dead. Had it not been for the condition of status lymphaticus, he thought the chances were that she might have recovered completely.

THIRTY YEARS HENCE

WILL FASHIONS OF 1923 APPEAR
UGLY IN 1953?

PHOTOGRAPH ALBUM AS CHAMBER OF
HORRORS.

Nothing is thought rare which is new, and follow'd, yet we know that what was worn some twenty years ago comes into grace again.

BEAUMONT AND FLETCHER.

Will women's fashions of to-day seem as ugly 30 years hence as those of 30 years ago look to-day?

This question is put by a correspondent, who says:—

"Looking through an old album of family photographs recently, I was absolutely appalled by the dowdy appearance of the women. The men were bad enough in their stiff frockcoats and queer collars and ties, but the women looked dreadful. The portraits range in date from the early eighties to about 13 years ago, and all the fashions of this period seem equally hideous to me.

"I was particularly struck by a wedding group taken no longer ago than 1910. The bride, a pretty girl, has a close-fitting corage with tight sleeves, an attenuated waist, and an ugly shaped dress hanging in unnatural folds from her hips.

"A PERFECT GUY." "She looks a perfect guy, and would be laughed at in the streets to-day.

"Yet the idea of it is that I was present at that wedding, and I certainly did not notice anything ridiculous in her dress at the time.

"Can it be that we are all so blinded by use that we do not realise that the clothes of people about us in our everyday lives are ugly? And if this is so, will women's dresses of to-day seem as awkward and incongruous to us in the future as past fashions do now?"

"A well-known woman writer, interviewed on the subject, took the view that present-day fashions would never appear to be so hideous as those of the past.

"Women's dress of to-day," she said, "with a few erratic exceptions, is modelled upon the human figure as it is. They are made to fit women; women are not expected to fit themselves to the fashion. Sleeves, for instance, are to show, more or less, the contour of the arm.

"Our clothing, too, is so much more simple than of old. The one-piece dress is a model of simplicity, and simple things are rarely ugly. It is the fantastic trimmings that seem so bizarre to a later generation.

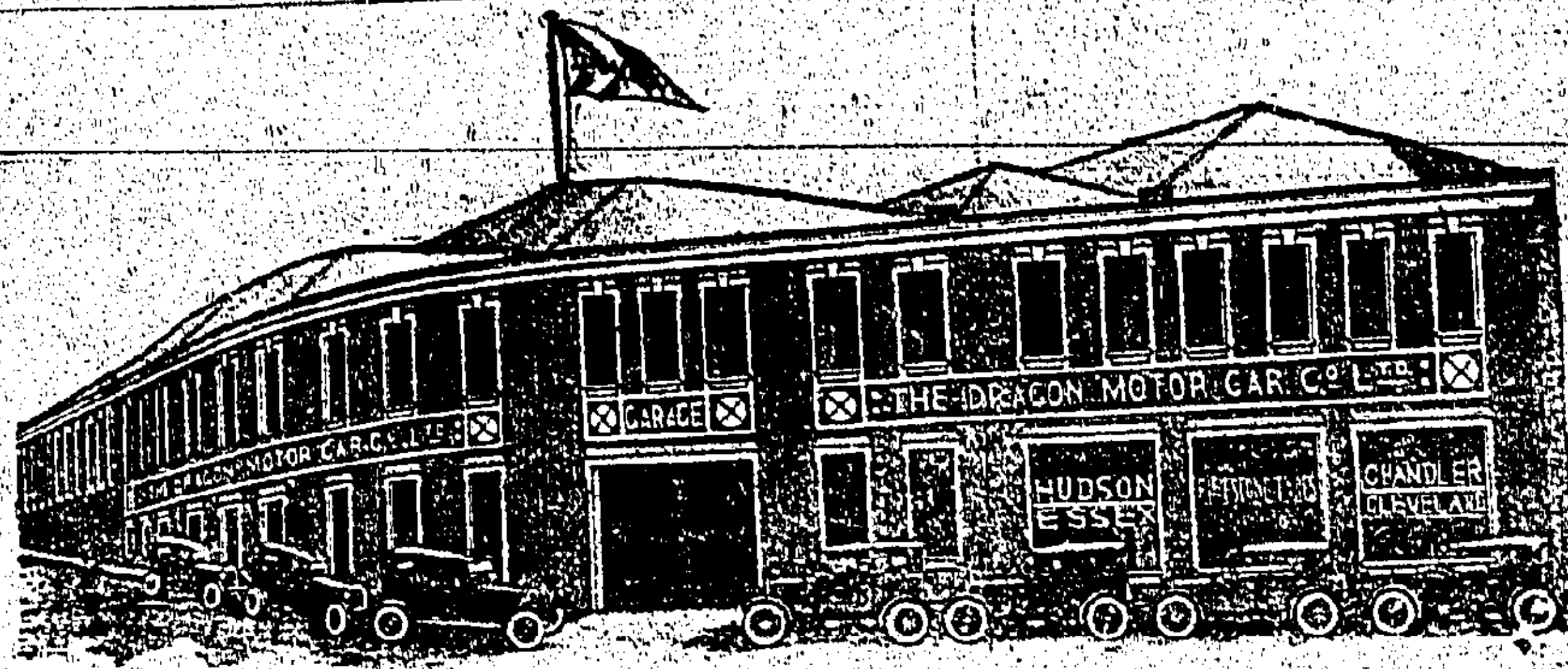
ROMANCE IN REAL LIFE

Real romance has at last come to Nancy Jordan, the unmarried English mother who attracted world-wide interest when she came to America last November to live with the divorced wife of the alleged father of her three-year-old son. Last month Miss Jordan became the wife of Claude H. Clarke, a native of Birmingham, whom she met on the liner while en route to the United States. Mr. Warren, the alleged father of the child, is a former officer in the American army stationed in England during the war. Miss Jordan, accompanied by her offspring, went to live with Mrs. Warren at the latter's home, but the young mother soon became homesick, and planned to return. The fact was published, and Mr. Clarke proposed marriage. The couple intend to live in Chicago.



Motor Car storing, washing and cleaning.
In this, our new concrete Main Garage and
Service Station, Wong Nei Chong Road
(Happy Valley), upper end of Race Course.

P R
MONTH
\$20



THE DRAGON MOTOR CAR COMPANY, LTD.
Main Garage and Service Station Telephone Central 482 or 3950.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STRAMSHIP

"VAN OVERSTRATEN"

will be despatched to

SINGAPORE & BRAWAN-DEMI Direct.

27th October, 1923.

1st Class Fare to Singapore:—\$100.

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN,

Telephone Central No. 1574.

Agents.

THE EAST ASIATIC CO., LTD., COPENHAGEN

The M/S. "CHILE"

will be loading for MARSEILLES, ROTTERDAM, AMSTERDAM,
HAMBURG optional LONDON, COPENHAGEN and
other SCANDINAVIAN PORTS.

About 31st November, 1923.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Peru" ...	9th November	25th November 1923
M/S. "Malaya" ...	8th December	12th December
M/S. "Adnam" ...	5th January	15th January, 1924
M/S. "Asia" ...	4th February	10th February
M/S. "Java" ...	6th March	8th March
M/S. "Chile" ...		10th April

Subject to change without notice.

For further particulars please apply to:—

JOHN MANNERS & CO., LTD.

Agents.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED

TOKYO, JAPAN.

SOLE AGENTS

MITSUI BUSSAN KAISHA, LTD.

HONGKONG.



MONDAY, OCTOBER 29th
JASCHA HEIFETZ.

BOOKING AT MOVIES.

Greatest Transportation System in the World

CANADIAN NATIONAL RAILWAYS

Traverses Every Province in Dominion of Canada

(In connection with any Trans-Pacific Steamship Line from Hongkong)

On Your Next Trip TO FROM The Old Country
TRAVEL

ACROSS CANADA

SEE

The Rocky Mountains - Jasper National Park - The Great Lakes - Niagara Falls

Via "Continental Limited"—Canada's All-Steel Train De Luxe

THROUGH FAST PASSENGER TRAIN SERVICE DIRECTLY SERVING ALL CITIES AND TOWNS IN CANADA, ALSO CONNECTIONS TO CENTRAL AND EASTERN UNITED STATES PORTS.


For full information and descriptive literature, apply to any Steamship or Tourist Agency, or

GENERAL TRAFFIC OFFICES:
Queen's Buildings, 3, Chater Rd Phone C. 2004.


HUGO STINNES LINIEN					
Regular Monthly Freight and Passenger Service between Japan, China, Hongkong, Manila and Straits and Hamburg and other North Continental Ports.					
OUTWARD from Hamburg via Ports of Call					
Steamers	Tonnage, d. w.	Arrival			
Hindenburg	12,250 tons	2nd half of November.			
*Emil Kirdorf	9,000 tons	Middle December.			
†Seheer	12,500 tons	1st half of January, 1934.			
*Albert-Vögler	9,000 tons	1st half of February, ...			
HOMeward for Antwerp, Rotterdam and Hamburg					
Steamers	Tonnage, d. w.	Departure			
*Adolf von Bayer	9,000 tons	20th November, 1933, Callings at Manila.			
Hindenburg	12,250 tons	—			
*Emil Kirdorf	9,000 tons	—			
†Seheer	12,500 tons	—			
*Albert Vögler	9,000 tons	—			
* These steamers are fitted with all comfort for the convenience of about 50 first class Passengers. † Cargo boat.					
AGENTS					
REUTER, BROCKELMANN & CO.					
28, Des Vaux Road Central.		Phone Central No. 478.			

JAVA-CHINA-JAPAN

LIJN.



Yok Building
Hongkong.



Tel. Address:
JAVALYN
Tel. Central 1574

REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED OF OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
AWAH SLOENTE ...	JAVA	In port	—	—
TJIMANOEK ..	DALNY	25th Oct.	27th Oct.	MUNYOK & BATAVIA
TJIKEMBANG	JAVA	25th Oct.	28th Oct.	SHANGHAI
TJIKARANG ...	JAPAN	4th Nov.	6th Nov.	BATAVIA

Y. K. K.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN

KEELUNG, HONGKONG & HAIPHONG.
SAILING FROM HONGKONG.

For HAIPHONG via Hothow & Pakhoi

For KEELUNG via Swatow & Amoy

For further particulars, please apply to—

Branch Office: NIPPON STEAMSHIP CO. LTD. 8, MITARAI
ASIA.
No. 37, Bankers' Street, West Top Floor, King's Building.
Tel. Central No. 145. Tel. Central No. 146.

**THE "NEVER-STOP"
RAILWAY.**

**POSSIBLE SOLUTION OF THE
TRAFFIC PROBLEM.**

SOUTHEAST EXPERIMENT.

At Southend-on-Sea, in the Kurraal grounds, there is in course of completion a new method of transit, known as the "never-stop" railway, which has remarkable possibilities in the way of relieving the passenger traffic congestion of large cities, an acute and serious problem in London and Paris, and one which "is rapidly becoming almost equally so in Manchester. This system is the invention of Mr. W. Yorath Lewis, M.I.Mech.E., a well-known engineer, and his associates, and consists essentially in the use of travelling carriages of a simple type, close together, which never stop, passing through stations at such a slow speed that anyone can step on or off, but shooting up, instantly to a high speed between the stations. In this way the great loss of time in starting and stopping ordinary trains, whether electric or steam-driven, is avoided—not only the time of the actual stoppage, but also the loss of acceleration immediately before and after.

The method was first described at the British Association meeting of 1911, but although a small experimental railway on these lines was erected at Ipswich, there has hitherto been no means of testing the idea on a practical scale.

The equipment now under completion at Southend consists of two parallel tracks six feet apart, from centre to centre, and 300 yards long, one being the "up" line and the other the "down," joined together at each end in the form of a curve which is of no more than three feet radius. Between the rails is a large skeleton screw-thread or spiral arrangement constructed of heavy central steel tube with spokes carrying a flat steel bar forming the spiral, the whole rotating at a constant speed and driven by an electric motor with suitable gearing at each end of the track. The driving screw comes to an end at the curves, but the carriages are conveyed round and engaged in the other spiral again by an arrangement driven by a worm wheel geared to the driving shafts.

The carriages are roofed in but open at one side, each carrying eight people seated and four standing, running with rubber-shod wheels on the broad rails, the rotating screw or spiral being engaged with the rotating screw or spiral by means of a special projecting arm carrying two rollers. That is to say, as the long driving screw-thread revolves, in conjunction with the end driving mechanism, it conveys the carriages along the track and continuously round the whole arrangement. The system is so designed that though the screw-thread revolves at a constant speed, the pitch of the thread—that is, the distance between each of the spirals or teeth—is different. When, therefore, the carriage enters a portion of the screw where the teeth or spirals are close together it travels very slowly, but when the screw widens out again—that is, when the pitch increases—the carriage speeds up.

The arrangement is such that the carriage never stops travelling, since the screw is continuously revolving at one speed, but by a suitable alteration in the pitch of the screw at intervals it slows down to 12½ miles per hour when passing through stations, and when clear of these shoots up at once to about 24 miles per hour. The passengers step in and out of the train without difficulty because of the slow speed, just as they do in the case of a moving staircase.

The system includes a large number of carriages on the track, each driven independently by the varying-pitch screw, and close together, so arranged that at any given time there is always a carriage passing through a station at slow speed, one behind the other, which on leaving the station shoot apart again but come together in the next station.

The capacities claimed for this system are extraordinary, and on the installation at Southend it is stated that 1,800 passengers per hour can be carried either way. The running of the carriages is smooth and silent.

Many criticisms, naturally suggest themselves to engineers, particularly the wear and tear on the driving spindles and the methods of stopping the entire series of carriages, but, whether the system will justify the hopes of the inventors or not, it is a highly ingenious and well-thought out method which will occupy the earnest attention of traffic engineers throughout the world.

The city of Paris, for example, is keenly interested, and the system is competing for one of the big prizes offered by the municipality for a successful method of relieving passenger congestion.—*Manchester Guardian.*

HEAVY ADVERSE U.S.A. TRADE BALANCE

America's favourable trade balance of about \$150,000,000 in 1922 has been wiped out, and an 'adverse' balance of about \$100,000,000 has been placed against her by invisible factors of trade, according to a statement published by the United States Department of Commerce. This year, with the probability that immigration exports will attract equal imports, the adverse balance created by invisible trade is likely to amount to \$250,000,000. The expenditure of American tourists abroad this year, is put at \$50,000,000, and immigrants' remittances sent abroad at \$60,000,000. Foreign securities bought by Americans amounted to about \$20,000,000, against which foreigners retained or bought back \$50,000,000 of their own securities, and also bought \$13,000,000 of American securities. The report refers to the smuggling of liquor into the United States, but does not include that item in its calculations, although it estimates that foreigners received something like \$4,000,000 for smuggled spirits.—Daily Telegraph.

**WORTH
WHILE**

Nothing that you possess is more worth looking after than your health. Your comfort, your happiness, your efficiency and success all depend upon it. Take good care of it! Never neglect any ailment of the stomach, liver or bowels but make a point of taking a **dose of Beecham's Pills** as soon as you are conscious of indisposition - from such a cause. Many people find this an excellent way of avoiding the many disorders which arise from constipation and indigestion and a reliable means of preserving health and strength.

**BEECHAM'S
PILLS**

INSURE WITH
THE
OCEAN
ACCIDENT & GUARANTEE
CORPORATION LIMITED
INCORPORATED IN BRITAIN
ACCIDENT & ILLNESS
MOTOR CARS, MOTOR CYCLES
FIDELITY GUARANTEES
BAGGAGE, BURGLARY
EMPLOYEES' INSURANCE
ETC.

LONDON, ENGLAND
NEW YORK, N. Y.

HANGHAI OFFICE:-
No. 39, PEKING ROAD, SHANGHAI
AGENTS for Hongkong and South China
DODWELL & CO., LTD.
HENRI. C. 1020 2, QUEEN'S BLDG

A LING & CO..
19, Queen's Road Central,
HONGKONG.

**FURNITURE AND PHOTO
GOODS STORE.**

Glass Etching, Sign-Board and
Mirror Maker.

Canon Marble in Various Shades.
Photographic Goods of Every Description
in Stock.

Developing Printing and Enlarging
Undertaken.

Telephone Central 1218. [90

VETARZO BLOOD-MEDICINE
DRINKS GOLD
 Trial bottle either remedy for leading chemists of
 Vetter's Remedies Co., General Office, N. W. T. London.

OF A CENTURY REPUTATION.
DO-LE-CLERC'S PILLS FOR THE
LIVER & KIDNEYS
 INVALUABLE FOR DISEASES OF THESE IMPORTANT
 ORGANS, GRAVEL, RHEUMATISM, GOUT, RHEUMATISM,
 SCURVY, & ALL AFFECTIONS OF THE URINARY
 SYSTEM. PREPARED BY DO-LE-CLERC, CHEMIST, 10, FINSBURY
 SQUARE, LONDON, E.C. 2.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS		SUBJECT TO ALTERATION.	
BANGKOK via SWATOW	... "HANGSANG"	...Tuesday,	23rd Oct. 10 a.m.
STRAITS & CALCUTTA	... "HOBANG"	...Tuesday,	23rd Oct. 3 p.m.
ANTUNG via SWATOW			
SHANGHAI & TSINGTAU	... "TINGSANG"	...Wednesday,	24th Oct. D.L.
TIENTSIN	... "CHONGSHING"	...Friday,	26th Oct. Noon.
MANILA	... "MINGSANG"	...Friday,	26th Oct. 3 p.m.
HAIPHONG via HOIHOW	... "FOBSANG"	...Saturday,	27th Oct. 10 a.m.
SHANGHAI via SWATOW	... "TAISANG"	...Sunday,	29th Oct. D.L.
Kobe via SHANGHAI	... "KUISANG"	...Tuesday,	30th Oct. Noon.
TSINGTAU via SWATOW			
& SHANGHAI	... "WAISHING"	...Wednesday,	31st Oct. D.L.
BANGKOK via HOIHOW	... "CHUNSANG"	...Thursday,	1st Nov. 8 a.m.
SANDAKAN	... "MAUBANG"	...Thursday,	1st Nov. 3 p.m.
SHANGHAI via NINGPO	... "YUBANG"	...Friday,	2nd Nov. D.L.
STRAITS & CALCUTTA	... "FOOKSANG"	...Saturday,	3rd Nov. 3 p.m.

CALCUTTA LINE—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Swatow and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to Southern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Hoihow when ladenmost often.

BOHNEO LINE—Fortnightly sailing to and from Sandakan by two 6000 tons steamers, a.s. "KINSANG" and a.s. "MAUBANG" (both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kedat Jesselton, Labuan, Tawau and Labud Data.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chifu.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about
Tuesday, 23rd Oct., at 8 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER.

GLEN AND SHIRE

JOINT SERVICE OF SHIPWHEEL.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.	HOMEBWARDS.
Vessel. Due Hongkong.	Vessel Leaves Y'kong. Discharges
"GLENAVOY" ... 24th Oct.	"GLENOGUE" 5th Nov.
"GLENAUBRY" ... 1st Nov.	Genoa, London, Rotterdam & Hamburg.
"GLENAPE" ... 15th Nov.	"GLENAVOY" End of Nov.
"CARMARTHENSHIRE" 25th Nov.	Genoa, London, Rotterdam & Hamburg.
"GLENTARA" ... 3rd Dec.	

Movements are subject to change without notice.

For freight or further particulars, please apply to:—

Jardine, Matheson & Co., Ltd.,
The Glen Line, Ltd., AGENTS.

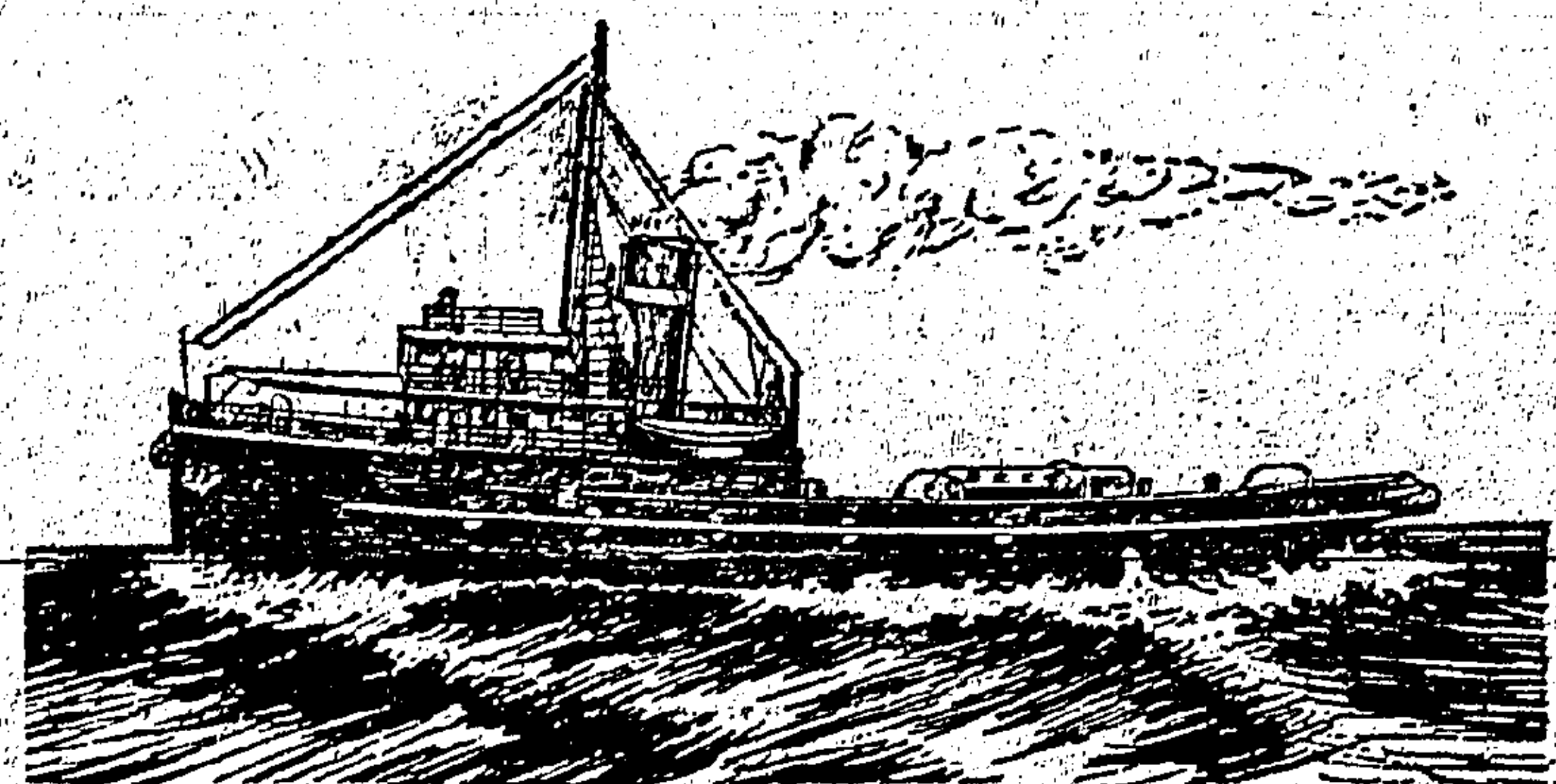
*Telephone: Central No. 215 sub-ex. 23 and Central 2302.

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

CODES USED 'AI, A.B.C. Fifth Edition; Engineering: First and Second Edition;
Western Union and Watkins.

**Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.**



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

" Henry Keswick "

Build, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 165' B.P. Breadth 34' (m) Depth 17' (m) L.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager :

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

SHIPPING NEWS

ARRIVALS.

October 21st.
Katori Maru, Japanese str., 6,141 tons, Capt. S. Ikawa, from London, which port she left on September 15th, with a general cargo, lying at Kowloon wharf.—N.Y.K.

Kanagawa Maru, Chinese str., 1,022 tons, Capt. Mok Yuen Hing, from Kwang Chow Wan, with a general cargo, lying at Kai Kong wharf.—Yuen Hing S.S. Co.

Mitsui Maru, Japanese str., 3,220 tons, Capt. K. Shimizu, from Karatsu, with a general cargo, lying at Kowloon wharf.—O.S.K.

New Adelaide, British str., 842 tons, Capt. J. H. van der Berg, from Hongkong and Hobei, with a general cargo, lying at buoy No. 221.—N.Y.K.

Sarablu, Dutch str., 1,820 tons, Capt. Y. H. Faber, from Batavia and Borneo, with a general cargo, lying at buoy No. A25.—J.C.J.L.

Shan Hai, British str., 1,774 tons, Capt. W. Knight, from Hongkong, with a cargo of coal, lying at buoy No. B30.—Hodwell & Co.

Van Overduin, Dutch str., 2,836 tons, Capt. U. Bron, from Singapore, with a general cargo, lying at Kowloon wharf.—J.C.J.L.

Tungo, Chilean str., 691 tons, Capt. L. Chu Pak, from Hobei, with a general cargo, lying at buoy No. C14.—Yan Woo & Co.

October 22nd.
Chongshing, British str., 1,208 tons, Capt. E. Taps II, from Tientsin, with a general cargo, lying at buoy No. C33.—J. M. & Co.

Empress of Asia, British str., 8,983 tons, Capt. L. D. Douglas, from Vancouver, B.C., which port she left on October 10th, with a general cargo, lying at Kowloon wharf.—C.P.S. Ltd.

Fook Hong, Chinese str., 1,308 tons, Capt. L. W. H. Hui, from Saigon, with a cargo of rice, lying at buoy No. B36.—Cheong On S.S. Co.

Glenn, British str., 4,120 tons, Capt. W. H. Kennett, from Shanghai, with a general cargo, lying at buoy No. A4.—J. M. & Co.

Hakusan Maru, Japanese str., 6,270 tons, Capt. T. Kusano, from Kobe and Shanghai, with a general cargo, lying at buoy No. A5.—N.Y.K.

Kangyo, British str., 1,272 tons, Capt. R. F. Mitchell, from Singapore and Amoy, with a general cargo, lying at buoy No. B15.—B. & S.

Kwanglo, Chinese str., 1,408 tons, Capt. G. L. Crawford, from Shanghai, with a general cargo, lying at buoy No. A20.—O.M.S.N. Co.

Kwanglo, British str., 1,428 tons, Capt. W. F. Bichard, from Shanghai and Swatow, with a general cargo, lying at buoy No. C35.—J. M. & Co.

Zuchon, British str., 1,280 tons, Capt. W. F. Hope, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12.—B. & S.

Alingpo, British str., 606 tons, Capt. J. H. Ferguson, from Manila, with a general cargo, lying at buoy No. C32.—J. M. & Co.

Alingpo, British str., from Canton, lying at Stonecutters.

Saijo Maru, Japanese str., from Canton, lying at Stonecutters.

Shinryo Maru, Japanese str., from Canton, lying at buoy No. B33.

President Cleveland, American str., 8,393 tons, Capt. G. W. Yardley, from Manila, with a general cargo, lying at Kowloon wharf.—Pacific Mail S.S. Co.

Uyuni Maru, Japanese str., from Canton, lying at buoy No. B38.

Yuen Hing, Chinese str., 842 tons, Capt. N. Schomberg, from Kwang Chow Wan, with a general cargo, lying at buoy No. C41.—Tung Woo S.S. Co.

CLEARANCES.

October 22nd.
Chongshing, for Canton.

Dryden, for Bangkok.

Peking, for Foochow.

Hakusan Maru, for Singapore.

Hakusan Maru, for Swatow.

Hakusan Maru, for Swatow.

Katori Maru, for Shanghai.

Kanagawa Maru, for Kwang Chow Wan.

Kanagawa Maru, for Canton.

Kanagawa Maru, for Canton.

Kanagawa Maru, for Swatow.

Kanagawa Maru, for Swatow.

Kanagawa Maru, for Swatow.

Kanagawa Maru, for Swatow.

Kanagawa Maru, for Swatow.

Kanagawa Maru, for Swatow.

Kanagawa Maru, for Swatow.

Kanagawa Maru, for Swatow.

Kanagawa Maru, for Swatow.

Kanagawa Maru, for Swatow.

Kanagawa Maru, for Swatow.

Kanagawa Maru, for Swatow.

Kanagawa Maru, for Swatow.

Kanagawa Maru, for Swatow.

Kanagawa Maru, for Swatow.

Kanagawa Maru, for Swatow.

Kanagawa Maru, for Swatow.

Kanagawa Maru, for Swatow.

Kanagawa Maru, for Swatow.

Kanagawa Maru, for Swatow.

Kanagawa Maru, for Swatow.

Kanagawa Maru, for Swatow.

Kanagawa Maru, for Swatow.

Kanagawa Maru, for Swatow.

The T.K.K. s.s. Katori Maru left Nagasaki on the 21st inst., and will arrive at Hongkong on the 24th inst.
The s.s. Katori Maru (Blue Funnel), for Boston and New York, left Shanghai on the 21st inst. for this port, and is due here on the 24th inst. The vessel will be despatched at daylight on the 25th.
The s.s. Katori Maru (Blue Funnel), for Pacific ports left Manila on the 21st inst. for this port and is due here to-day.
The s.s. Katori Maru (Blue Funnel), from Liverpool, for Singapore on the 21st inst. for this port, and is due here on the 25th inst.

PASSENGERS.

Per s.s. Empress of Asia, on October 21st.—Mr. Snarks, Mr. Wybrands, and Miss Lansen.
Per N.Y.K. s.s. Katori Maru, from London, on October 21st, for Hongkong: Mr. and Mrs. R. E. Atwell, Mr. and Mrs. J. Abo, Mrs. V. Beaumont, Mrs. Bethell, Misses Bethell (3), Mr. and Mrs. J. A. Bloomfield, Mrs. G. A. Burn, Mr. E. Busch, Mr. and Mrs. B. Fricke, Miss O. M. Heath, Mr. and Mrs. P. Jespersen, Miss M. V. Knott, Mr. E. A. H. J. J. K. T. Nielson, Mr. and Mrs. E. A. Ram, Miss Kain, Mr. J. H. Seth, Mrs. A. Strauss, Mr. C. M. Wilson, Mr. and Mrs. G. M. D. Wolf, Mr. and Mrs. P. Jacobson, and Mr. J. G. A. Prins.
Per s.s. Empress of Asia, on October 22nd, for Hongkong: Mrs. A. Adamson, Mr. and Mrs. F. H. Anderson, and 9 children, Mr. W. Adamson, Mr. and Mrs. C. E. Ackerman, Mr. G. Annum, Mrs. D. C. E. Baker, Mr. G. M. Boyes, Mr. S. H. Baxter, Major and Mrs. E. P. Brown, Mr. J. Cameron, Mrs. T. H. Cormack, Mr. R. S. Canvin, Mr. and Mrs. P. N. Davey, Mrs. W. Edkins, Miss K. Ennever, Mr. W. J. Ennever, Mrs. F. Ehrhardt, Mr. C. Feltman, Mrs. K. H. Fetterly, Mr. G. H. Graham, Mr. I. W. Gollob, Mr. and Mrs. R. R. Gibson, Mr. G. H. Gibson, Mr. A. P. Greaves, Mr. and Mrs. R. H. Gregg, Mr. A. H. Ginn, Mr. H. Granville, Mr. G. F. Hui, Mr. and Mrs. C. T. Hauss, Mr. H. B. Hammond, Mr. and Mrs. H. Hancock, Miss W. L. Holland, Mr. J. E. Joseph, Mr. and Mrs. K. Kling, Mr. and Mrs. Krumb, Mr. A. C. Little, Mr. E. Leich, Mr. G. Mackell, Mr. C. E. McCarty, Dr. Mr. C. W. H. McWhorter, Mr. and Mrs. A. J. Moltzer, Mr. A. W. Morton, Mr. A. J. H. Moseley, Mr. and Mrs. J. H. Monk, Mr. T. B. MacDonald, Mr. J. Marcus, Mr. W. Mitchell, Miss F. D. Mitchell, Mr. E. A. Mackay, Mr. and Mrs. R. McEune, Miss S. M. Nichol, Mr. E. G. Norman, Mr. and Mrs. H. C. Odell, Mr. J. J. Parker, Mr. J. J. Palmer, Mr. R. W. Rhineland, Mr. L. C. Rose, Mr. and Mrs. L. C. Rose, Mr. S. Rogers, Mr. and Mrs. O. Schuepp, Mr. C. B. W. Schumacher, Mr. C. W. Shearer, Mr. and Mrs. H. C. and Miss Sheppard, Mr. and Mrs. T. Simpson, Mrs. M. A. Spencer, Mr. and Mrs. R. H. Short, Mr. and Mrs. D. S. Scott, Mrs. D. Stone, Mr. T. V. Soong, Miss R. Stewart, Mrs. J. T. Smith, Mr. J. S. Smith, Mr. P. Servanin, Mr. Tobias, Mr. C. W. Ch. Mrs. F. C. Waddell, Mr. W. Watkinson, Mr. S. Ashcroft, Miss V. C. Bolton, Mr. L. J. Beebe, Miss K. Clause, Mrs. B. Cooper, Mr. and Mrs. G. Craig, Mr. W. M. Campbell, Miss Chisholm, Miss J. Dean, Mr. C. S. Dock, Mrs. A. N. Dowling, Mr. R. F. Edwards, Mrs. P. W. Greene, Mr. F. H. Graham, Mr. and Mrs. G. J. Geis, Mrs. E. Johnson, Mrs. M. E. and Miss Lower, Mrs. M. C. Logan, Mr. and Mrs. J. McCubbin, Miss M. C. Magoon, Mrs. J. W. Moseley, Miss H. M. Price, Miss A. Robb, Mr. J. Villalor, Miss R. Wilkins, Mr. C. F. Williamson, Misses O. and B. Xavier.

Per N.Y.K. s.s. Katori Maru, on Oct. 22nd.—Mrs. de Ridder, Mrs. Disiere, Miss D. Van Homenen, Mrs. M. Spedding, Miss Crombie, Sir C. Elliot, K.C.M.G., Mr. Copplestone, Mr. B. R. Bevan-Jones, Mrs. M. A. Witham, Mr. Seth, Mr. and Mrs. Leborne, Rev. and Mrs. H. S. Bailey, Mrs. R. Thoresen, Miss A. Thoresen, Mr. and Mrs. J. Gerard, Mr. and Mrs. Corbier, Mrs. G. Dallas, Mrs. A. D. Arc, Mr. J. M. Dalgarne, Mr. W. Winkler, Mr. and Mrs. G. F. Carpenter, Mrs. F. M. Isherwood, Mr. R. H. Wild, Mr. S. D'Almeida, Mr. A. F. Baptista, Mr. Penik, Mr. D. Ferguson, Mrs. L. S. Dillon and 3 children, Mrs. L. Benjamin, Miss L. G. Sharp, Mrs. C. H. Sleeper, Mr. and Mrs. Z. Stokvis, Mr. E. L. Smith, Mr. P. Isherwood, Rev. F. J. Scullin, Rev. W. Welsh, Rev. W. J. Murphy, Mrs. L. Behrenburg, Miss O. M. Heath, Rev. J. O. Bourke, Rev. J. O. Carroll, Rev. S. N. Kealy, Rev. T. O. Harrow, Rev. P. J. Dougan, Rev. B. L. Barrett, Mr. A. and Miss Colla, Mr. H. E. Hood, Miss Anna Ritchie, Miss Alice Ritchie, Miss B. Reynolds, Miss D. L. Alderman, Miss F. J. Sijinks, Miss S. Bourke, Miss L. Moller, Miss G. A. Tappett, Mr. and Mrs. F. Tull, Miss D. M. Tall, Mr. L. R. D. Muth, Mr. and Mrs. A. O. Brito, Mr. P. J. Lawless, Mr. J. R. Hombout, Mr. A. M. Bawn, Mr. J. A. Whitrow, and many Japanese passengers.

WEATHER REPORT.

October 22nd at 18.15.—Pressure has decreased slightly at Chetoo and has increased slightly over Formosa and the Philippines. It is nearly stationary elsewhere.
The anticyclone is probably centred over N.E. Japan.

Hongkong rainfall for the 24 hours ending at 18 hours, 22nd October, 0.00 inch. Total since January 1st, 19.44 inches, against an average of 79.81 inches.

The forecast for the 24 hours ending at 18 hours, 23rd Oct. is as follows:—
Disorder

Formosa Channel ... N. to N.E. winds, moderate.

Hongkong to Gap Boi ... E. winds, moderate, fair.

South coast of China between Hongkong and Lanchoy ... do.

North coast of China between Hongkong and Hainan ... do.

CANADIAN PACIFIC

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Vancouver, Montreal & Quebec

From	Due	From	Due
Empress Asia	Oct. 25 Nov. 12	Minneapolis	Nov. 21 Nov. 28
Empress Canada	Nov. 17 Dec. 3	Melita	Dec. 13 Dec. 20
Empress Russia	Nov. 28 Dec. 17	Minneapolis	Dec. 27 Jan. 3
Empress Australia	Dec. 21 Jan. 9	Marburn	Jan. 16 Jan. 23
Empress Asia	Jan. 10 Jan. 28	Montclair	Feb. 3 Feb. 10
Empress Russia	Feb. 7 Feb. 25	Marlock	Mar. 7 Mar. 14
Empress Australia	Feb. 22 Mar. 12	Melita	Mar. 19 Mar. 26
Empress Asia	Mar. 13 Mar. 31	Montrose	Apr. 11 Apr. 18

Other Atlantic Sailings every 10 days to Liverpool, Southampton, Glasgow, Antwerp, Harbours and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Dining Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GACANPAC.
Freight and Express: Tel. 45. Cables: NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE. £120—£112—£110. First class through. Mono class steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO. VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.

STEAMERS. TENYO MARU ... 22,000 tons, Oct. 27th.

KOREA MARU ... 20,000 tons, Nov. 5th.

SHINYO MARU (calling at Manila and Keelung) ... 22,000 tons, Nov. 18th.

NIHON MARU (calling at Dairen) ... 20,000 tons, Nov. 28th.

HONGKONG TO VALPARAISO. VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO.

SAN PEDRO, MANZANILLO, BALBOA, CALLEA, MOLENDO, ARICA AND IQUIQUE.

STEAMERS. TONS. LEAVE HONGKONG. ANYO MARU ... 18,700 ... October 30th.

SEIKO MARU ... 14,000 ... December 4th.

RAKUYO MARU ... 18,600 ... January 15th.

JAPAN-HONGKONG-JAVA SERVICE. between OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA.

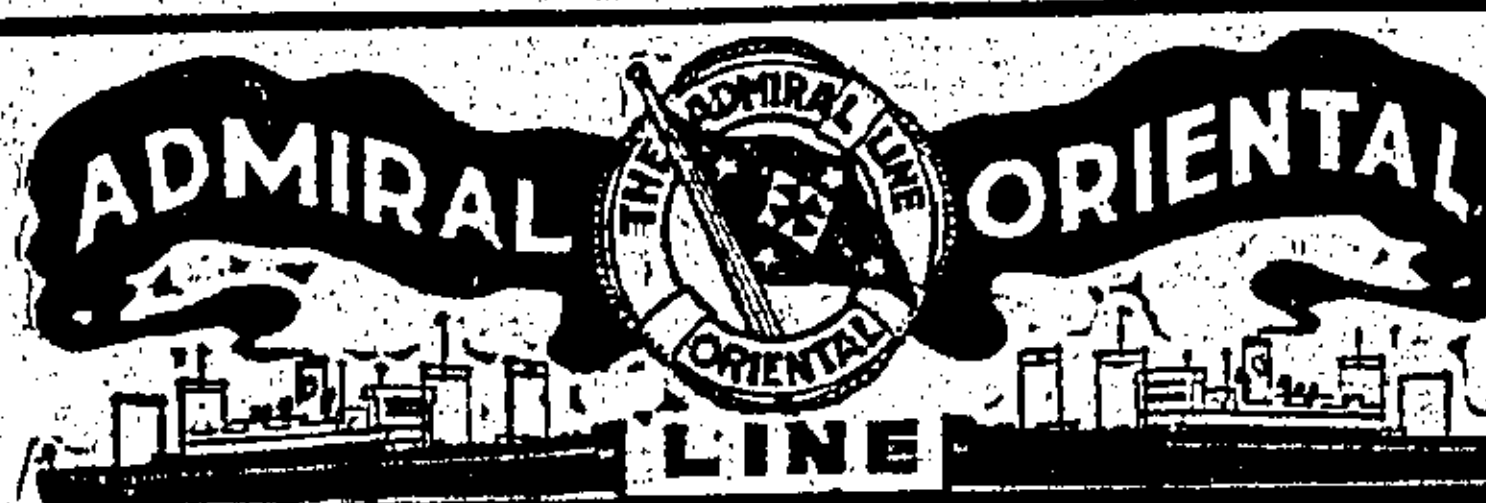
STEAMER DESTINATION LEAVE HONGKONG. PERSIA MARU (Batavia, Samarang & Soerabaya) ... November 2nd.

NEW YORK LINE. (Freight only) VIA JAPAN AND SUEZ. LEAVE HONGKONG.

STEAMER. 3100 TONS. End of November or Early December.

For full information regarding Passengers, Freight & Sailings. Apply to Agents at Canton: Y. TSUTSUMI, Manager. Tel. No. C. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITH.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO

SEATTLE & VICTORIA

SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT JEFFERSON"	Oct. 25th.
"PRESIDENT GRANT"	Nov. 6th.
"PRESIDENT MADISON"	Nov. 18th.
"PRESIDENT MEKINLEY"	Nov. 30th.

TO EUROPE—£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT GRANT"	Oct. 28th.
"PRESIDENT MADISON"	Nov. 9th.

Through Bills of Lading to all United States and Canadian Overland Points, also via Panama Canal Lines to Atlantic Ports.

Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.

For Passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE

Hongkong and Shanghai Bank Building (Ground Floor).

Telephone: Central 2477 & 2478. No. 4, Des Vaux Road.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line

For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and other SPANISH PORTS.

S.S. "LEGASPI"	1st Nov.
S.S. "C. LOPEZ Y LOPEZ"	19th Nov.

For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA. S.S. "C. LOPEZ Y LOPEZ" 1st Dec.

The steamers of this Company are all classed 100 ft at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stevedores and Doctor carried.

For Freight and/or passage apply to—
BOTELO BROS.
Alexandra Building, Hongkong.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT CLEVELAND"	Wednesday, Oct. 24th, 10 a.m.
S.S. "PRESIDENT PIERCE"	Wednesday, Nov. 7th.
S.S. "PRESIDENT LINCOLN"	Wednesday, Nov. 21st.

Sailing and Fare subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT

SAN FRANCISCO
LOS ANGELES
SALT LAKE
CHICAGO
NEW YORK.

CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT

YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOW STONE PARK
NIAGARA FALLS.

HONGKONG—MANILA

S.S. "PRESIDENT PIERCE"	Monday, Oct. 29th.
S.S. "PRESIDENT LINCOLN"	Monday, Nov. 12th.
S.S. "PRESIDENT TAFT"	Monday, Dec. 3rd.

HONGKONG—CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE GITANO"	November 2nd, at 5 p.m.
--------------------	-------------------------

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3322 HOLYOAK, MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America \$3405, \$3420, \$3440.

IYO MARU	Sunday, 4th Nov., at 11 a.m.
SHIZUOKA MARU	Tuesday, 20th Nov.

MAHSEILL, LONDON & ANTWERP via Singapore, &c.

HAKUSAN MARU (new steamer) ... Tuesday, 23rd Oct., at Daylight.

KITANO MARU ... Thursday, 1st Nov., at 11 a.m.

HA-BUPO via LONDON & ROTTERDAM. ... Sunday, 7th Nov.

MATSUMOTO MARU ... Sunday, 4th Nov., at 11 a.m.

LI-PUOL via MARSEILLE & VALENCE. ... Wednesday, 31st Oct.

LYONS MARU ... Friday, 2nd Nov., at 11 a.m.

SYDNEY & MELBOURNE via Manila, &c. ... Wednesday, 14th Nov.

MISHIMA MARU ... Friday, 2nd Nov., at 11 a.m.

AKI MARU ... Wednesday, 14th Nov.

NEW YORK & BOSTON via PANAMA. ... Thursday, 1st Nov.

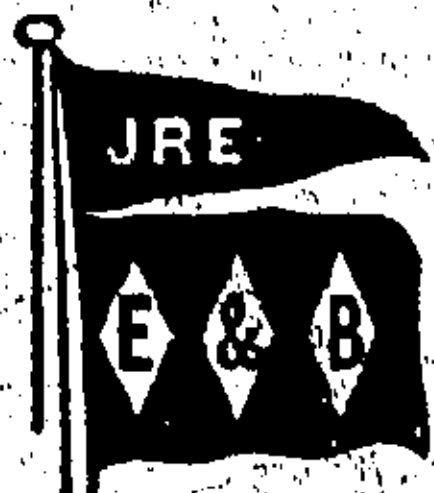
TAKETOMO MARU ... Thursday, 1st Nov.

BUNOS AIRES via Singapore, Durban & Cape Town. ... Saturday, 27th Oct.

KANAGAWA MARU (calling Delagoa Bay) ... Saturday, 27th Oct.

BOMBAY via Singapore and Colombo. ... Monday, 28th Oct.

MALACA MARU ... Monday, 28th Oct.

ELLERMAN &
BUCKNALLSTEAMSHIP
COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION

"CITY OF HANKOW" 10th November.....Havre, London, Rotterdam & Hamburg.

PASSENGER SERVICE.

"CITY OF PARIS" 23rd November.....Shanghai and Japan.
"CITY OF KANAKI" 4th December.....Marseilles & London.
"CITY OF PARIS" 2nd January Do.
"CITY OF CANTERBURY" 31st February Do.
"CITY OF YORK" 30th March Do.
"CITY OF CAIRO" 18th April Do.

FARES TO LONDON.

SINGLE 1st Class "A" £ 92. "B" £ 84. 2nd Class "A" £ 62. "B" £ 56.
RETURN "A" £ 181. "B" £ 147. "A" £ 108. "B" £ 86.

For further particulars apply to—

THE BANK LINE, LTD.

(Tel. Central 789).

or to HOLYOAK, MASSEY & Co., Ltd., CANTON.

BOSTON AND NEW YORK

Joint Service of the

'BLUE FUNNEL' LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

S.S. "ALCINOUS" via Suez Canal 25th Oct.
S.S. "CITY OF ORAN" via Suez Canal 4th Nov.
S.S. "TEUCER" via Suez Canal 15th Nov.
S.S. "AJAX" via Suez Canal 25th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	From Arr. at Hong Kong and Sailing for S'hai and Japan.	Probable Sailing from Hongkong for Marseilles.
ANGERS	—	—	30th Oct.
ORILL	—	—	13th Nov.
PORTOS	—	—	27th Nov.
ANGKOR	—	—	11th Dec.
CHAMBERD	—	—	25th Dec.
PAUL LECAT	—	—	8th Jan. 1924.
ANDRE LEBON	—	—	22nd Jan.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and Free Doctor's Attendance).

A CLASS 1st Class £ 85. 0s. 0d. B CLASS 1st Class £ 82. 0s. 0d.
STEAMERS 1st "A" £ 65. 0s. 0d. STEAMERS 2nd "A" £ 52. 0s. 0d.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (OASO BOATS).

loading for HAVRE, ANTWERP, & DUNKIRK, about

Also through B/Lading issued to HELSINKI, REVAL and RIGA.

Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

2)

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class 'Coast' Steamers having good accommodation for First-Class Passengers, Electric Light and Fare in state-rooms, and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIFONG	—	Capt. Ellis Walker	Tuesday, 23rd Oct., at 5 p.m.
HAICHING	—	Capt. J. S. Thomson	Friday, 26th Oct., at 1 p.m.
HAIPHONG	—	Capt. W. C. Pasmore	Tuesday, 30th Oct., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Klate Pier)

For Freight and Passage apply to—

DOUGLAS LARPAK & CO.,

General Managers.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER STREET, HONGKONG

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BOMBA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"CALEDONIA"	7,323	2nd Nov., midnight	B'way, Mari, Gib, L'don & A'werp
"NELLORE"	6,853	8th Nov.	Mars, London, Antwerp & R'ham
"SICILIA"	6,813	14th Nov.	Spain, Penang, Colombo & Bombay
"MALWA"	10,941	16th Nov.	Mars, Gib, London & Antwerp
"NANZA"	7,023	24th Nov.	Mars, L'don, A'werp & R'dam
"KALYAN"	9,083	30th Nov.	Marseilles, London & Antwerp
"BOUDAN"	6,696	13th Dec.	Spain, Penang, Colombo & B'way
"DEVANHA"	8,092	14th Dec.	Mars, London & Antwerp
"KAISAR-I-HIND"	11,430	28th Dec.	B'way, Mari, Gib, L'don & A'werp

1924.

"KHIVA"	9,097	11th Jan.	(MARSEILLES & LONDON via Usual Ports of Call.)
"MADEONIA"	11,089	25th Jan.	do
"KASHGAR"	8,840	8th Feb.	do
"MOHRA"	10,911	22nd Feb.	do
"KARMALA"	9,088	7th March	do
"NANZA"	15,933	31st March	do
"DELDERA"	9,097	4th April	do
"CHINA"	7,352	18th April	do
"KALYAN"	9,082	2nd May	do
"KASHGAR"	8,840	16th May	do
"KHIVA"	9,097	30th May	do

BRITISH INDIA - APCAR SAILINGS

"TORILLA"	5,205	4th Nov.	Singapore, Penang & Calcutta.
"JAPAN"	6,053	14th Nov.	do

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	3rd Nov.	(Manila, Thursday, Island, Townsville, Brisbane, Sydney & Melbourne)
"PASTERN"	4,000	1st Dec.	do
"ARAFURA"	6,000	5th Jan.	do

From London to Australia with the following—
The Union S.S. Co. Steamers to the United Kingdom via New Zealand, Vancouver, the P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal

SAILING TO SHANGHAI & JAPAN

"NYANZA"	7,023	30th Oct. Noon	Shanghai, Moji & Kobe.
"SICILIA"	6,813	2nd Nov.	Shanghai
"DEVANHA"	8,093	3rd Nov.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	6th Nov.	Moji & Kobe.
"KAISAR-I-HIND"	11,430	17th Nov.	Shanghai, Moji & Kobe.
"BOUDAN"	6,696	30th Nov.	Shanghai
"KHIVA"	9,097	1st Dec.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.
First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

11, Des Vaux Road Central, HONGKONG. Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and
NEW YORK

S.S. "SLAVIC PRINCE"	—	on 4th November.
S.S. "EASTERN PRINCE"	—	on 25th November.

For Freight and full particulars apply to—

Telephone: Central 3163

Telegrams (Furness)

FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain)

81, George's Building

[2]

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore

Colombo, Rangoon and Port Said.

"PARIS MARU" Wednesday, 24th Oct.

"LONDON MARU" Saturday, 3rd Nov.

RIO DE JANEIRO SANTOS, & BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown.

"CANADA MARU" (Calls at Montevideo) Friday, 2nd Nov.

BOMBAY via Singapore and Colombo.

"ALTAI MARU" Wednesday, 24th Oct.

SAIGON, BANGKOK & SINGAPORE

"RUSHO MARU" Sunday, 4th Nov.

CALCUTTA via Singapore and Rangoon.

"INDO MARU" Thursday, 1st Nov.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports.

"ALABAMA MARU" Wednesday, 21st Nov.

NEW YORK via Japan Ports, San Francisco and Panama.

"HAWANA MARU" Beginning of Nov.

JAPAN PORTS—Moji, Kobe, Osaka, Yokkaichi & Nagoya.

"AMUR MARU" (Calls at Shanghai) Thursday, 25th Oct.

"AROUN MARU" Sunday, 28th Oct.

KEELUNG via SWATOW & AMOY.

"AMAKUSA MARU" Sunday, 28th Oct., 10 a.m.

"KAIJO MARU" Sunday, 4th Nov., 10 a.m.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" Thursday, 25th Oct. 8 a.m.

TAKAO & KEELUNG.

"BATAVIA MARU" Saturday, 3rd Nov.

Central 4930.

OSAKA SHOSHEN KAISHA,

K. SHIMA, Manager.

[2]

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure	D.L.
AMOY & SHANGHAI	"SUNNING"	On 23rd Oct.	D.L.
CHEFOO & NEWCHANG	"NINGPO"	On 23rd Oct.	D.L.
SWATOW & BANGKOK	"KWANGTUNG"	On 23rd Oct.	10 a.m.
HONGKONG	"CHENYANG"	On 23rd Oct.	Noon
JAVA	"TAIKOOTANY"	On 24th Oct.	D.L.
SHANGHAI & PUKOW	"YINGCHOW"	On 24th Oct.	4 p.m.
MANILA	"TEAN"	On 24th Oct.	10 a.m.
SWATOW & SHANGHAI	"LUCHOW"	On 25th Oct.	4 p.m.
AMOY, SWATOW & SINGAPORE	"KAYING"	On 25th Oct.	Noon
SHANGHAI	"CHENGTO"	On 26th Oct.	D.L.
SHANGHAI, CHEFOO & NEWCHANG	"NANNING"	On 27th Oct.	D.L.
SHANGHAI & TRINGTAO	"SINKIANG"	On 27th Oct.	D.L.
SWATOW & SHANGHAI	"SZECHUEN"	On 28th Oct.	10 a.m.
HOIHO, PAKHOI & HAIPHONG	"YUNNAN"	On 28th Oct.	11 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 30th Oct.	10 a.m.

SHANGHAI LINE—Excellent Saloon accommodation, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Saturdays (via Swatow and extending to Pakow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through B/Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

Agents.

CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave H'kong. for Manila, Sandakan, Thurs. Is. & Aus. Ports
"CHANGSHA"	—	14th November, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.) Agents.

Telephone Central No. 36.

DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

S.S. "SURUGA" sailing on or about 31st Oct.

S.S. "BOLTON CASTLE" sailing on or about 12th Nov.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS, ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FUMME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSLS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI YOKOHAMA & KOBE

S.S. "FIUME-L" sailing on or about 31st Oct.

S.S. "DUCHESSA DAOSTA" sailing on or about 2nd Dec.

FOR BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.

S.S. "VENEZIA" sailing on or about 8th Nov.

S.S. "FIUME-L" sailing on or about Beginning Dec.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS

S.S. "UMZINTO" sailing from Calcutta on or about 1st Dec.

From Calcutta and Colombo.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030. Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "Murre" Due Hongkong 21st Oct.

Leave Hongkong 1st Nov.

U.S.S. "West Cactus" Due Hongkong 6th Nov.

Leave Hongkong 7th Nov.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO SINGAPORE.

U.S.S. "West Ivan" Due Hongkong 22nd Oct.

Leave Hongkong 23rd Oct.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

TO MANILA AND P. I. PORTS.

U.S.S. "West Pequena" Due Hongkong 18th Nov.

Leave Hongkong 19th Nov.

For Full Information Apply to

STRUTHERS AND BARRY

1st Floor, Queen's Building,

General Agents for

JAPAN-CHINA-PHILIPPINES

INDO-CHINA-STRAITS & JAVA.

